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SELMA GENERAL PLAN - 1973

PREPARED FOR THE CITY OF SELMA, FRESNO COUNTY
BY CONSULTIVE PLANNERS, *Faint* OCTOBER 1973

AMENDMENTS

Planning Commission

City Council

1.	<u>Approved: 4/28/75</u>	<u>Resolution 1388; 6-2-75</u>
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SELMA GENERAL PLAN - 1973

A community development plan for
Selma, California, to the year 2000

Prepared by

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1111 Fulton Mall, Suite 306
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For the

City of Selma, California

October, 1973-

Reprinted by

[Council of Fresno County Governments]

August, 1976

[*Selma City Council*]

City planning

Selma

Planning Commission: Adopted June 25, 1973, Resolution No. 94

Chairman Nelson

Commissioners Medina, Jensen, Kelsh, Sutherlin, Rothgarn,
Lazarin, Garcia and Jacobson

City Council: Adopted October 15, 1973, Resolution No. 1284

Mayor Howard

Members Medina, Kilgore, Piestrup and Lorenz

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PART I PLAN FOUNDATIONS

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A. PURPOSE

The Urban Council Plan of 1977 is a collection of long-range objectives, policies, guidelines and programs for the City of Dallas and its various departments. The purpose of the Council Plan is to guide the growth of the community in a way that is consistent with the City's long-range goals and objectives. The plan is intended to be a living document, one that can be revised and updated as the City's needs and circumstances change.

The plan is organized into four main sections: the first section deals with the City's overall goals and objectives; the second section deals with the City's policies and guidelines; the third section deals with the City's programs and projects; and the fourth section deals with the City's financial and administrative matters. The plan is intended to be a comprehensive guide for the City's future development, one that can be used by all City departments and by the community as a whole.

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PART I: PLAN FOUNDATIONS

A. PREFACE

The Selma General Plan of 1973 is a collection of long-range objectives, specific policies and proposals for their effectuation concerning both the City of Selma and the Selma planning area. The purpose of the General Plan is to outline the goals of the community regarding urban development now and in the future--to propose a plan for Selma in the year 2000--to enable guidance of public and private actions affecting the community's environment, and provide a coordinated, comprehensive statement of development objectives, policies and programs for their achievement.

This is neither the first nor last community general plan which Selma has or will prepare--planning is a continuous process which requires periodic re-evaluation and revision to reflect new opportunities or changes which the growing population of the region choose to incorporate in their plans for the future. To be effective the plan should be considered annually and revised as necessary to maintain its validity. Unless unanticipated changes occur, however, it is expected that the basic objectives and policies for development will not require major alteration, but the proposals for plan implementation should be refined and revised every decade or as new information enables re-evaluation.

The Selma General Plan of 1973 is, in part, a revision of the Population, Land Use, Circulation and Public Facilities Elements contained in the General Plan for Selma prepared in 1964, as well as the Housing Element added in 1969. The Plan also includes two new elements--Conservation, Recreation and Open Space; and Seismic Safety, Safety and Noise--intended to respond to recent State requirements and designed to meet newly observed needs of the community.

Within each element appropriate goals are listed, existing conditions described, future needs or present problems identified, policies defined to meet the goals are proposed, and programs for implementation are outlined. The final section of the report summarizes and combines the major proposals of the six separate elements to provide a composite plan for physical development.

B. PAST AND PRESENT CONDITIONS

1. Planning Area Location and Environment

Selma is located in central Fresno County, approximately midway between Los Angeles and San Francisco, and 15 miles southeast of the Fresno-Clovis Metropolitan Area. It is a part of an urbanizing corridor extending southeast from downtown Fresno, composed of Selma, Fowler and Kingsburg which adjoin Freeway 99, the primary regional access route serving eastern portions of the San Joaquin Valley. Selma's proximity to other nearby cities and areas of regional importance is shown on Exhibit 1, Location Map.

The 1964 Selma General Plan defined a six square mile planning area bounded by Dinuba Avenue on the north, Del Rey Avenue on the east, Mountain View Avenue on the south and Leonard Avenue alignment on the west, but a larger sphere of influence is now evident. This 1973 General Plan focuses upon the urbanizing area which is contained by the previous planning area limits, but includes the adjoining agricultural areas within an expanded planning area containing 16 square miles. The City of Selma containing approximately two square miles is located near the center of this broader planning area bounded by Manning Avenue, Bethel Avenue, Mountain View Avenue, and the DeWolf Avenue alignment. Exhibit 2, Selma Planning Area Map, shows these various areas.

The topography of the planning area is generally flat and without significant natural features. In the northwest portion of the area, a number of depressions, the largest of which forms Rockwell Pond, compose the only relief to an otherwise level appearance. The soils are of alluvial origin, predominantly sands and sandy loams with good drainage and permeability characteristics, ideal for agriculture. Freeway 99 is the dominant man-made feature in the area, running northwest to southeast, parallel to the Southern Pacific Railroad which diagonally bisects the urban portion of the planning area. The general elevation is 305 feet above sea level and drainage is toward the southwest.

The Mediterranean climate, characterized by hot dry summers and mild winters with relatively low levels of precipitation, necessitates irrigation systems for cultivated agriculture. A number of irrigation canals traverse the planning area including the Fowler Switch Canal and the Selma Branch, Centerville and Kingsburg Canal. Summer temperatures exceed daytime highs of 100° F and nighttime lows of 65° F, while winter temperatures generally range from 35° F to 50° F. Rainfall averages 11.14 inches annually, most of which falls between November and April. Prevailing winds are from the northwest at mean hourly speed of 6.1 miles per hour.

2. Population

Historical population information is not available for the entire Selma planning area prior to 1960. The population of the City of Selma, composing the majority of the planning area, has more than doubled during the last 30 years, increasing from 3,667 in 1940 to 7,459 in 1970. The growth rate experienced during the

EXHIBIT 1 LOCATION / VICINITY

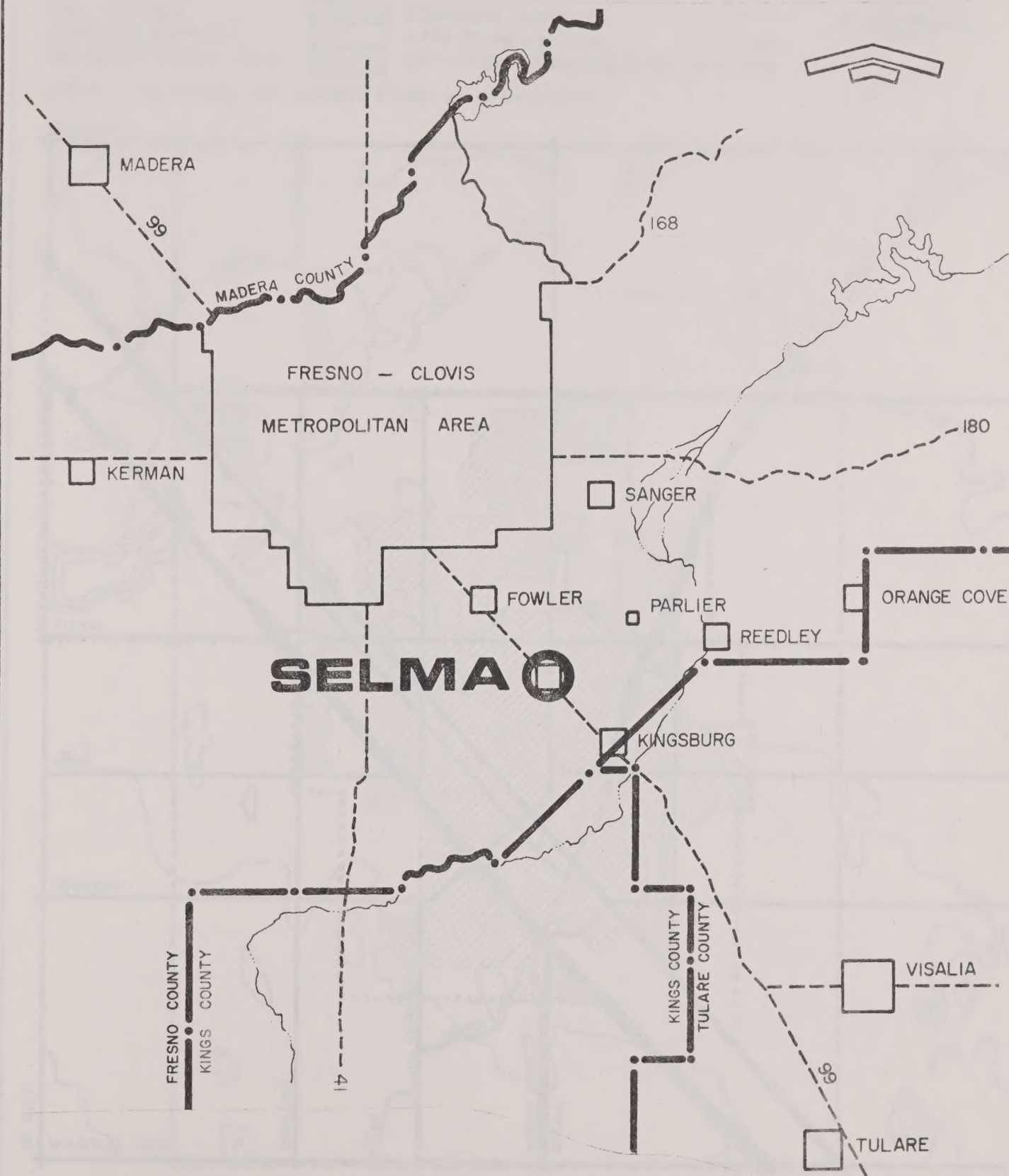


EXHIBIT 2

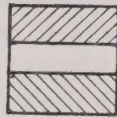
SELMA PLANNING AREA

LEGEND

City of Selma

County of Fresno

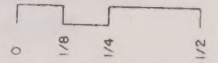
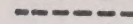
Urbanized County Area



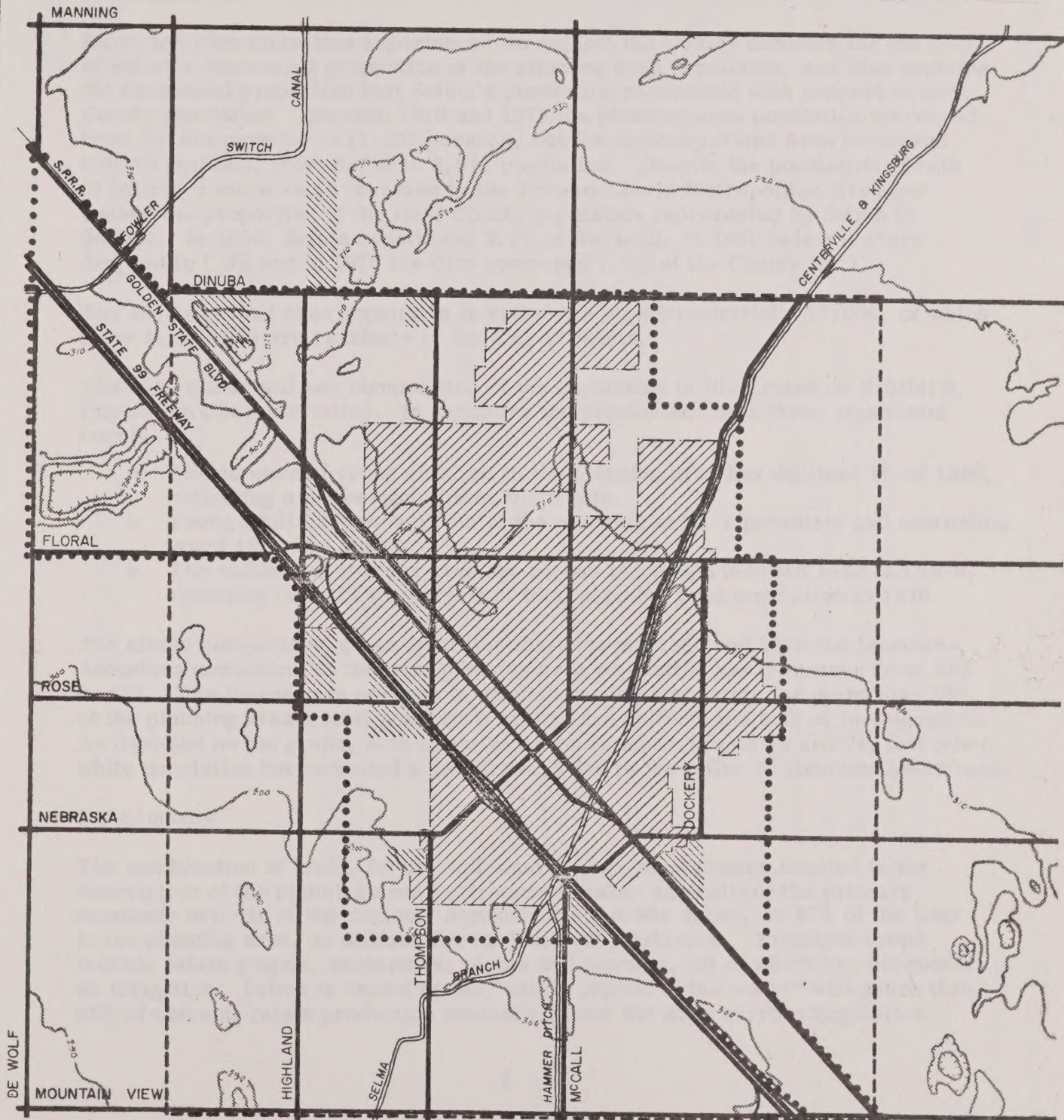
Elevation Contours

1964 Planning Area

1973 Urban Planning Area



(Note: Topography and Natural Features in half tones)



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same period has varied from the 6.2% annual increase experienced during the 1940's, 1.6% during the 1950 decade, and 0.75% during the 1960's, reflecting a County-wide pattern of slower growth in more recent times. The rapid growth of earlier years was largely a result of intensification of agricultural production and resultant in-migration during and after World War II while the slower, recent growth rates reflect natural increase (births minus deaths) off-set by a slight out-migration.

Rural to urban migration experienced throughout the County accounts for the City of Selma's increasing proportion of the planning area population, and also explains the decreased proportion that Selma's population represents with respect to total County population. Between 1960 and 1970 the planning area population increased from 10,814 persons to 11,407 persons, but the unincorporated area increased only 68 persons, from 3,880 to 3,948 population. Despite the population growth of Selma, a more rapid increase in the Fresno-Clovis Metropolitan Area has caused the proportion of the total County population represented by Selma to decline. In 1950, Selma constituted 2.2% of the total, in 1960 Selma's share dropped to 1.9% and in 1970 the City composed 1.8% of the County total.

The 1973 planning area population is estimated at approximately 12,000, of which more than 8,000 are residents of the City of Selma.

The age, ethnic and sex composition of the population is illustrated on Exhibit 3, Population Characteristics. In summary the profile indicates three significant trends:

- a. The number of young children in the planning area has declined since 1960, reflecting a nation-wide lower birth rate.
- b. Young adults are moving out of the planning area, a prevalent and continuing trend since the 1950's.
- c. The number of citizens over age 55 has increased between 1960 and 1970, resulting in a 22% proportion of total planning area population in 1970.

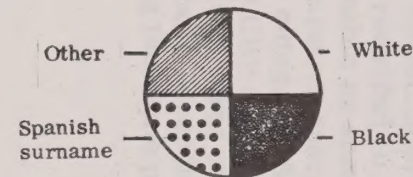
The ethnic composition graph indicates that between 1960 and 1970 the Mexican-American component of the total planning area population has increased from 28% to 47%. The increase in persons of Spanish surname accounts for more than 70% of the planning area's total population growth and reflects the bulk of in-migration. As depicted on the graph, both areas of Selma (Census Tracts 70 and 71) lost other white population but recorded a net increase due to the influx of Mexican-Americans.

3. Economy

The combination of level, fertile soils and long growing season implied in the description of the planning area environment makes agriculture the primary economic activity of the region. Approximately 8,900 acres, or 87% of the land in the planning area, is utilized for agricultural production. Principle crops include raisin grapes, nectarines, plums and peaches, all of which are dependent on irrigation. Selma is known as the "raisin capital of the world" with more than 95% of national raisin production emanating from the area surrounding Selma.

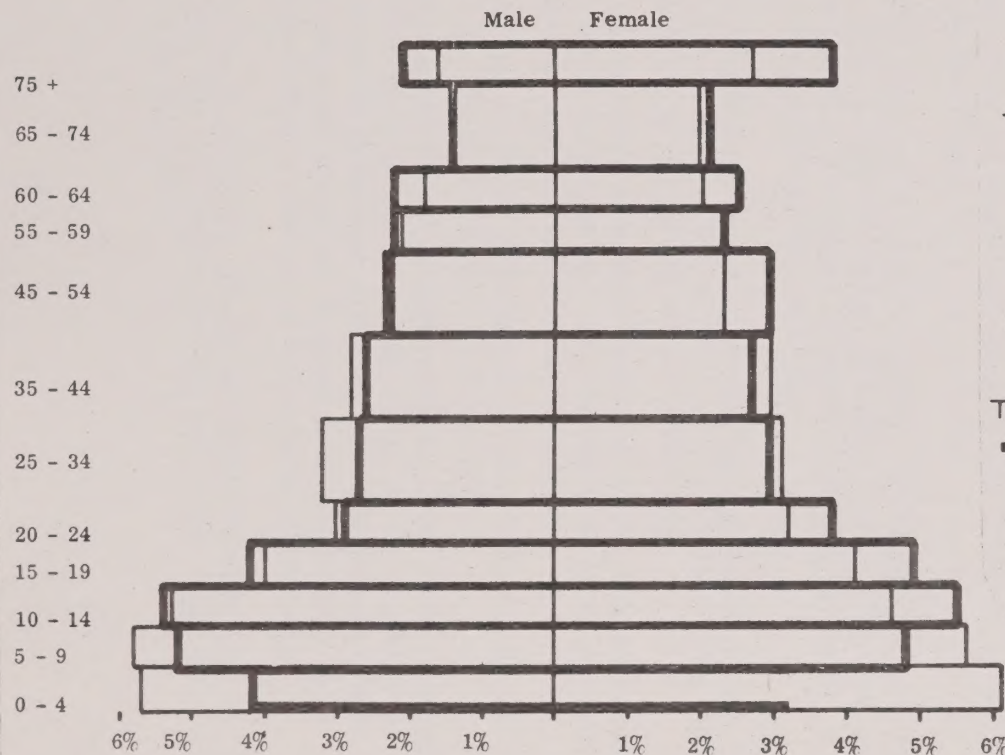
EXHIBIT 3 POPULATION CHARACTERISTICS

LEGEND



SEX/AGE DISTRIBUTION OF POPULATION

Source: 1960 and 1970 U. S. Census



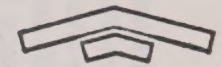
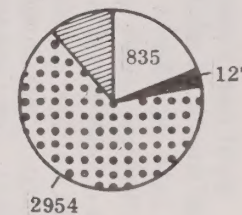
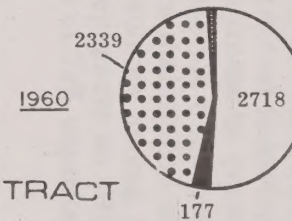
(Heavy bars indicate 1970 percentage in comparison with light bar 1960 figures)

ETHNIC COMPOSITION

FLORAL

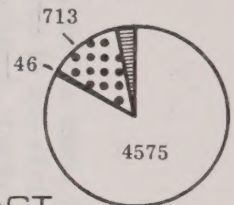
TRACT
71

1970



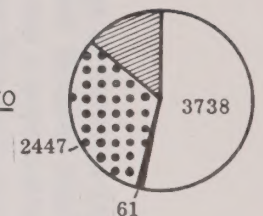
DINUBA

1960



TRACT
70

1970



Mc CALL

SPRR
FREWAY 99



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Agriculture is also the basis for most of Selma's industry as indicated by the five largest employers in the vicinity: New Holland Machine Company, West Coast Growers and Packers, Turkey Growers Cooperative, Diamond Meat Company, and Sun-Maid Raisin Growers. These five agri-business plants account for 1,409 employees compared with an estimated total 1970 Selma labor force of 2,646, although only a portion of the employees of these firms reside in the Selma planning area. From 1960 to 1970 Selma experienced an actual loss in number of persons employed, declining from 3,220 to 2,646, an 18% drop. In the same period the planning area population increased by 7.5% indicating that more workers are apparently commuting to jobs outside the planning area, presumably to the industries, farms and businesses in surrounding areas as well as employment opportunities in the Fresno-Clovis Metropolitan Area.

By category of employment, growth of planning area employment has been experienced in professional, technical and clerical trades while declines have been recorded in sales, craftsman, and related industries. Available data does not enable an accurate tabulation of employment by consistent category for comparative analysis. Despite the decrease in employment offered by the retail sales category, Selma has in recent years maintained an enviable second place to the City of Fresno in per capita sales volume among Fresno County cities. The 1972 sales of almost \$10.5 million represent an 80% increase over 1960 sales volumes, exceeding the average increase of 73% experienced in Fresno County during the same period.

C. PRIOR PLANNING POLICIES

The 1964 Selma General Plan outlines 15 goals which are integrated into the policies and objectives of the 1973 Plan. These general goals are compatible with the policies identified by the Fresno County General Plan which provides the basic foundation for planning regional development:

1. To encourage a balanced land use pattern to meet the needs of the County residents and its economy.
2. To provide a high level of educational, cultural, and recreational facilities for all individuals and groups.
3. To use the County's natural resources in a manner consistent with the need to conserve the physical environment and beauty of the County.
4. To facilitate the orderly growth of the County by provision of reasonable public facilities and services necessary for the consistent attainment of the other stated aims.
5. To insure that physical development of Fresno County will provide a maximum of order, convenience and safety consistent with other stated objectives.
6. To establish a circulation and transportation system which will provide for the efficient and safe movement of people and goods while minimizing the interference with adjacent land uses.

In addition to these goals which concern the entire County, other general policies are applicable to the special concerns of the Selma planning area. The comprehensive 1973 community General Plan for Selma is based upon the following objectives, corresponding to the goals outlined in 1964:

1. Community development should be directed to encourage the maintenance and improvement of existing residential areas as well as provide new areas of diverse housing types suitable to the future needs of the City.
2. Development should be located only in areas capable of being efficiently and economically served by public facilities and utilities such as water, sewer, storm drainage, fire, police, schools and similar facilities.
3. Safe and sanitary housing and a choice of living environment should be provided for all persons who wish to live in the Selma planning area.
4. Commercial development should include reinforcement of the retail and office functions provided predominantly in the downtown area, as well as enable improvement of convenience shopping and services in neighborhood areas, service commercial development along the Whitson Boulevard strip, and highway commercial expansion at Freeway 99 interchange locations.
5. Economic development of the community should be aimed towards growth and advancement of retail sales and industrial activities in order to provide better employment opportunities to residents.

6. The City's aesthetic qualities should be preserved and enhanced for the benefit of present and future residents.
7. Parks, playgrounds, and other recreational facilities should be designed and located to serve the needs of the residents.
8. Public school development should be designed to serve existing and planned residential areas intended for family living, and located for safe and convenient access by the neighborhoods and community which they serve.
9. Through traffic should be routed in such a way as to cause a minimum of disruption to local traffic circulation.
10. Major circulation routes should be designed for uncongested traffic flow and future rights-of-way should be designated by official plan lines to prevent encroachment by adjoining developments.
11. Street improvement standards should reflect the different design criteria appropriate to the various functional requirements of major collector and local routes.
12. Urban growth should be a result of orderly development. Leapfrog, scattered urban growth on economically productive agricultural land should not be encouraged.
13. Zoning, subdivision and building codes and ordinances and other implementation measures such as capital improvement programs and site plan review, and enforcement programs should be employed by the City to achieve the objectives of this Plan.
14. All persons, groups and agencies interested in the development of the Selma planning area should participate in the plan formulation and implementation process. In particular, the City of Selma should coordinate and cooperate with the County governmental agencies and local school and sanitation districts to assure intended plan implementation.
15. The City should continue to cooperate with local press and other media to maintain its public information program to keep every citizen aware of the planning actions and community development activities.

2. Physical Development

Land Use

1. Public and Private

All interests of the State public lands, including the public, private, and private lands.

A portion of the public lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands.

2. Private Land

In 1970, there were 2,100 private lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands.

A portion of the public lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands.

3. Private Land

Provisions of the public lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands.

PART II: PLAN ELEMENTS

General and public and private lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands, including the public, private, and private lands.

A. POPULATION PROJECTIONS AND HOUSING ELEMENT

1. Goals and Principles

All residents of the Selma planning area should be provided with safe, decent, and sanitary housing.

A choice of housing types--single family homes, apartments, mobile homes, planned unit developments, and condominiums--should be available to residents of the Selma planning area.

2. Existing Conditions

In 1970, there were 3,517 housing units within the Selma planning area with an average of 3.24 people per unit. Sixty per cent of the housing units were occupied by their owners; 40 per cent were occupied by renters. The median value of all housing within the planning area was \$13,271 and the median monthly rent paid by tenants was \$61. The vacancy rate in 1970 for all housing within the planning area was 5.9 per cent.

A survey of housing quality by study areas within the Selma planning area was concluded in 1969 (City of Selma, California: The Housing Element To the General Plan, by George G. Burnham, December, 1969). According to the survey, approximately six per cent of all housing within the City was substandard. This finding is in conflict with housing quality information available from the 1970 U. S. Census, which indicates that 16 per cent of all housing within Selma is substandard because of either overcrowding, incomplete plumbing, or incomplete kitchens. The majority of substandard housing, according to the 1969 survey, was located west of Whitson Avenue.

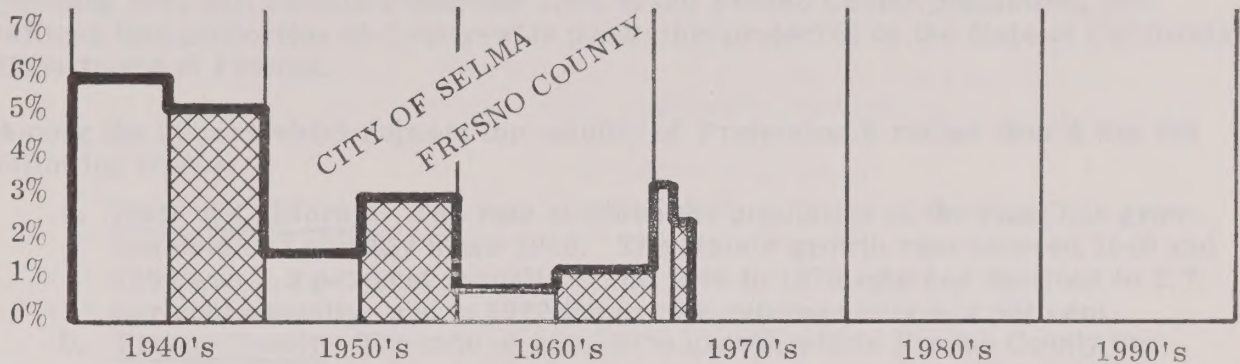
3. Projections

Projections of future housing needs within a community are based upon the projected growth of the population of the community, the specific needs of particular segments of the community (for example, senior citizens and low-income citizens), the provision of choice in housing types, and the need to replace existing substandard housing.

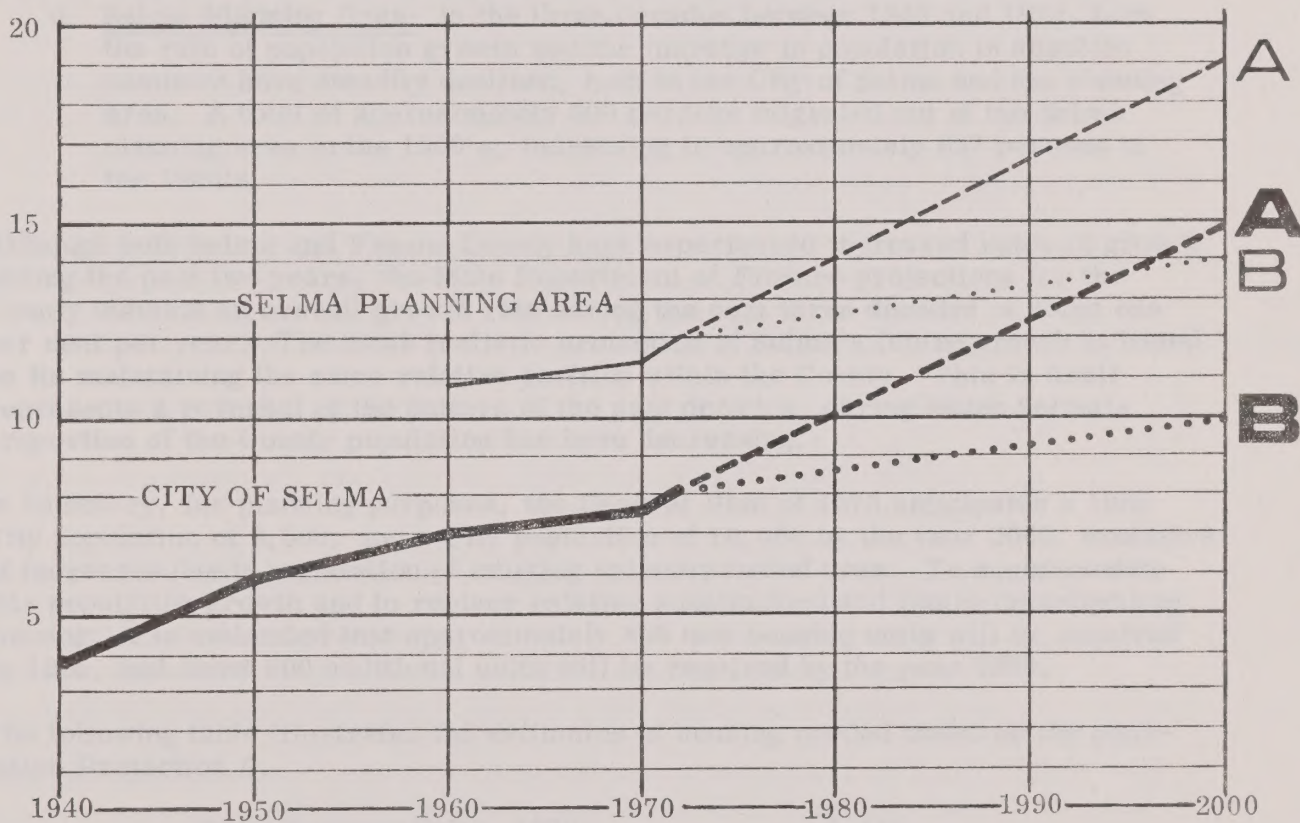
Based upon past and current growth trends, Exhibit 4, Population Charts, indicates the anticipated increase in planning area population to the year 2000. Both the high and low projections assume that the population of the Selma planning area living outside the City of Selma will not increase from its 1960-1970 level of 3,900 persons. The City population should actually increase to more closely coincide with the planning area projections assuming that some existing unincorporated urban areas are annexed, but the important component of growth for planning purposes is the expected new population. Projection A is predicated upon

EXHIBIT 4 PROJECTIONS

ANNUAL GROWTH RATE



POPULATION OF CITY AND PLANNING AREA (in 1000's)



	1960	1970	1972	1985	2000
City of Selma	6,934	7,459	8,025	8,460 (11,275)	10,000 (15,000)
Selma Planning Area	10,814	11,407	11,925	12,360 (15,175)	14,000 (18,900)

The population of the City of Selma has more than doubled during the last 32 years, increasing from 3,667 in 1940 to 8,025 in 1972. The growth rate, however, has been generally declining, from 6.2 per cent annually during the 1940's to .75 per cent during the 1960's, following the County-wide pattern.



continuation of an average annual growth rate experienced during the 30 year period from 1940 to present--3%. Projection B is based upon the assumption that the planning area will contain a constant 1.8% of the Fresno County population, and utilizes this proportion of County-wide population projected by the State of California Department of Finance.

Among the factors which support the validity of Projection B rather than A are the following trends:

- a. State of California: The rate at which the population of the State has grown has declined steadily since 1940. The State's growth rate between 1940 and 1950 was 5.3 per cent annually. The 1960 to 1970 rate had declined to 2.7 per cent annually, and in 1972 the growth rate was only 1.2 per cent.
- b. Fresno County: The rate of population growth within Fresno County has steadily declined since 1940, from 5.5 per cent annually in the 1940's to 1.3 per cent annually in the 1960's. Moreover, the County actually experienced a net out-migration of 2,139 people between 1960 and 1970.
- c. Selma Planning Area: In the three decades between 1940 and 1970, both the rate of population growth and the increase in population in absolute numbers have steadily declined, both in the City of Selma and the planning area. A total of approximately 500 persons migrated out of the Selma planning area in the 1950's, increasing to approximately 637 persons in the 1960's.

Although both Selma and Fresno County have experienced increased rates of growth during the past two years, the State Department of Finance projections for the County indicate an overall growth rate during the next three decades of about one per cent per year. The most realistic projection of Selma's future growth is based on its maintaining the same relative position within the County. This in itself represents a reversal of the pattern of the past decades, during which Selma's proportion of the County population has been decreasing.

In summary, for planning purposes, the General Plan of 1973 anticipates a 1985 City population of 8,500, and a City population of 10,000 by the year 2000, exclusive of increases due to annexation of existing unincorporated area. To accommodate this population growth and to replace existing substandard and future deteriorating housing, it is estimated that approximately 860 new housing units will be required by 1985, and about 800 additional units will be required by the year 2000.

The following table illustrates the estimates of housing needed based on the population Projection B.

Total Housing Units, 1970	3,517
1970-1985	
New housing to accommodate	
population growth ($1,000 \div 3.25$)	310
Replacement of substandard housing	550
	<u>860</u>

1985-2000

New housing to accommodate population growth ($1,600 \div 3.25$)	490
Replacement of future deteriorating housing units	<u>300</u>
	790

Required Housing - 2000

Net units	800
Existing or replaced	<u>3,515</u>

Total	4,315
-------	-------

The estimate of substandard housing to be replaced between 1970 and 1985 is based on the information from the 1970 U. S. Census of Population and Housing, which indicates that 16 per cent of the housing within the Selma planning area is substandard. It may be possible to rehabilitate rather than to replace many of these units and this should be encouraged where economically feasible. However, during the 30 year planning period, other housing will deteriorate, and it is likely that at least 850 of the existing 3,517 units will need to be replaced.

It is estimated that 800 new units will be required to house the total projected increase in population of 2,600 during the 30 years. If the number of people per unit is reduced from the present 3.24 to the Fresno County average of 3.0, an additional 70 units would be required.

A significant portion of the new housing constructed within the Selma planning area will need to be for low-income citizens. In 1970, approximately 20 per cent of the families within the planning area had poverty level incomes, and 44 per cent had annual incomes of less than \$7,000.

4. Policies

- a. The City should initiate efforts to develop new low-income housing for residents within the urban area.
- b. The City should develop programs to rehabilitate substandard housing that is economically feasible to repair.
- c. The City should undertake code enforcement programs which will assist residents in preventing their housing from becoming substandard.
- d. The City should encourage the development of choice in housing types in conformance with the land use policies of this Plan.

5. Implementation

The City of Selma should seek the assistance of the Fresno County Housing Authority, the Farmers Home Administration and other State and Federal sources in developing new low-income housing for the residents of Selma within the urban area. The City should also encourage private developers to develop low-income housing.

Housing conservation programs should be initiated within the planning area by both the City of Selma and the County of Fresno to identify substandard housing and to assure that such housing is properly repaired and maintained. The City should apply for financial assistance in this effort, including the Federally Assisted Code Enforcement (FACE) program to provide low-interest loans for rehabilitation and to enable neighborhood improvements which encourage housing conservation.

The Plan anticipates that the bulk of increased planning area population will be accommodated in new single family residential subdivisions averaging approximately 5 d. u. /ac. Other housing types should, however, be encouraged, including planned unit development, mobile home parks and low density apartments in selected locations near service and transportation facilities to provide variety of suburban housing choice.

Some intensification of residential development is proposed in proximity to the downtown area and to a lesser density within Whitson to Freeway 99 corridor. Generally, the Plan intends to discourage scattered and more remote apartment developments by reducing area currently zoned R-2 and R-3, primarily in south-west Selma.

To facilitate housing development, the present zoning ordinance should be revised to provide the following districts, according to increasing residential density classifications as shown on the General Plan. These revisions assume certain changes to current ordinances as noted below:

<u>General Plan Designation</u>	<u>Equivalent Zoning District</u>		<u>Density d. u. /ac.</u>
Low Density Residential 2-6 d. u. /ac.	R-1-12	12,000 sq. ft. min. lot	3:1
	R-1-9	9,000 sq. ft. min. lot	4:1
	R-1-7	7,000 sq. ft. min. lot	5:1
Medium Density Residential 7-11 d. u. /ac.	R-2	3,000 sq. ft. per d. u.	11:1
	R-TP	3,000 sq. ft. per d. u.	11:1
High Density Residential	R-3	1,500 sq. ft. per d. u.	23:1

Any non-residential uses within residential areas should be permitted only subject to conditional use permit, and should be carefully restricted to protect the residential environment. Larger multi-family projects in both the medium and high density residential areas should be provided for with a site plan review process.

Areas designated for agricultural use on the General Plan should not be used for residential expansion. Appropriate agricultural zoning should be applied, and subdivision and lot split activity should be restricted to prevent urban or suburban sprawl.

B. URBAN AREA LAND USE ELEMENT

This element will deal with residential, commercial, and industrial lands. Other types of land are dealt with more specifically in other elements of the plan, such as public facilities and services, circulation and transportation, and conservation, open space, and recreation elements.

1. Goals and Principles

As discussed in Part I, the basic planning policies governing the designation of land uses and population distribution are:

- a. To encourage a balanced land use pattern meeting the needs of the residents and economy of the area.
- b. To expand urban development upon annexation in an orderly manner, contiguous to and compatible with existing urban development, where urban services can be most economically extended and in response to the demands of population growth.

Specific policies for each type of land use are discussed below.

Residential

- a. To provide an attractive residential environment free from conflicting uses and unnecessary traffic.
- b. To provide a variety of housing types and densities. Low density should be suitable for single family and planned unit cluster housing. Higher density areas appropriate for apartments and mobile homes should be located convenient to public facilities and services, major streets, and/or shopping and working centers.
- c. To provide for mobile homes in unified mobile home parks.
- d. To group types of residential environment for the benefit and protection of all residents within each neighborhood, to discourage scattered inappropriate housing types, and to stabilize the predominant present pattern of single family residential use.
- e. To encourage rehabilitation or replacement of all existing substandard housing.

Commercial

- a. To separate retail shopping areas from service and highway commercial areas in order to promote the development of compact and functionally efficient areas, free from conflicts created by dissimilar activities.

- b. To encourage improvement and limited expansion of the central shopping so that Selma can maintain its competitive position in the region and improve the economic health of its business establishments.
- c. To provide for the development of several neighborhood commercial areas offering a variety of convenience shopping goods and services at suitable locations in the urban area.
- d. To promote adequate on and off street parking for all users of commercial areas.
- e. To improve and enhance retail and office developments in the downtown area and reinforce the service commercial development pattern along Whitson Boulevard.
- f. To provide physical, functional, and visual transition between commercial areas and residential areas in close proximity.

Industrial

- a. To facilitate economic diversification by setting aside sufficient land for potential industrial expansion and development.
- b. To minimize land use and circulation conflicts between industrial uses and other types of uses and traffic.
- c. To provide suitable sites for industry, at the lowest cost in terms of providing public services, and with the greatest possible access to railroad and regional street and highway systems.

2. Existing Conditions

Exhibit 2 illustrates the location of existing urban developments within the Selma planning area and indicates the current City limits. The balance of the planning area is agricultural land with only occasional rural homes.

The two most scattered locations of urban development are the subdivisions northwest of the City, at Dinuba Avenue and the Southern Pacific Railroad and north of Dinuba at Shaft Avenue. Together, these account for approximately 200 housing units. All of the other unincorporated urban developments in the vicinity of the City are within the area designated on the General Plan for urban expansion during the planning period.

The City, the nearby unincorporated urban areas, and considerable agricultural land in the path of the planned urban growth of Selma are described in more detail below. The following table summarizes existing land use within this urbanizing area, shown on Exhibit 5, Existing Urban Area Land Use.

SELMA URBANIZING AREA LAND USE

Classification	Acreage	Percent Of Total	Percent of Developed Lands
Residential	760	34.9	59.8
Multi-Family - 60 acres			
Single Family - 700 acres			
Commercial	170	7.8	13.4
Industrial	110	5.0	8.7
Public Facilities	230	10.6	18.1
Schools - 128 acres			
Cemeteries - 40 acres			
Hospital - 30 acres			
Ponding Basin - 10 acres			
Parks - 22 acres			
Agriculture	800	36.7	--
Vacant	<u>110</u>	<u>5.0</u>	<u>--</u>
	2,180	100.0	100.0

(The land use classifications include all streets and alleys divided along the center of the right-of-way. The only exceptions to this are the Southern Pacific Railroad and Freeway 99 rights-of-way. These acreages were excluded from all the figures given. The acreages within each category are also generalized and do not allow for individual vacant lots in homogeneous areas or for some scattered inconsistent uses.)

Of the total 2,180 acres comprising the urbanizing area, as designated on the General Plan, Figure 9, only 1,270 acres, or 58%, is currently developed. The major classifications are briefly described below.

Residential: There are basically two residential areas in Selma, with a number of smaller, scattered areas around them. One is the older, and generally poorer, section to the southwest of the downtown. The other is the larger and newer area northeast of the railroad tracks. This latter area is subdivided into a northern wing and an eastern wing. The major growth in recent years has been primarily northward, shifting the physical center of the community north to nearly Floral and McCall Avenues.

Most of the housing within the urbanizing area consists of single family dwellings in standard subdivisions. The average density for this type of development County-wide is approximately 4.8 units per gross acre of residential land.

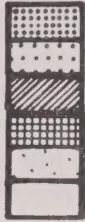
Multiple family development is widely scattered, with few concentrations. In the older sections of the City, multi-family dwellings usually consist of an added

EXHIBIT 5 EXISTING URBAN AREA LAND USE

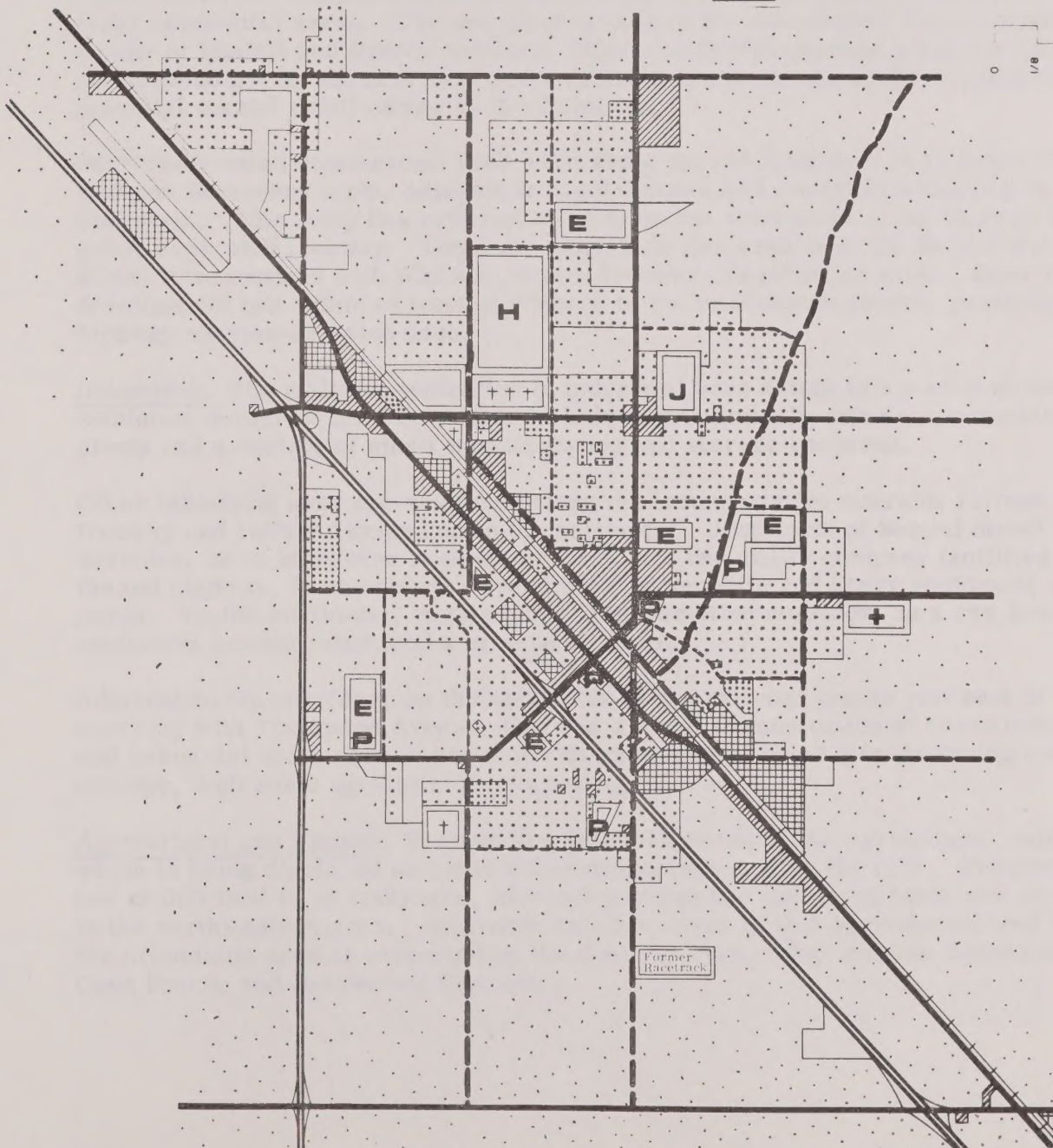
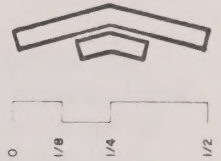
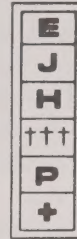
LEGEND

LAND USE

Residential
multi family
single family
Commercial
Industrial
Agricultural
Vacant



Public & Semi-Public
Schools
elementary
junior high
senior high
Cemetery
Park/Ponding Basin (PB)
Hospital



CONSULTIVE PLANNERS

structure on an existing single family lot. Newer concentrations include a mobile home park northwest of downtown, between Golden State Blvd. and Freeway 99, and a new development of both apartments and a mobile home park bordering the McCall Village shopping center at the northern fringe of Selma. (See also the Housing Element.)

Commercial: The retail commercial center of Selma is located east of East Front Street to McCall Avenue, between Third and Arrants Streets. It also extends northeast to a newer shopping area at the intersection of McCall and Rose Streets. The commercial center contains most of the retail outlets and civic functions and represents the heart of the existing city. Scattered residences and service commercial establishments also exist within the downtown area.

Other scattered commercial developments serve as convenience trade outlets for local residential areas. The exception to this is the new McCall Village commercial center at McCall and Dinuba Avenues. This center will provide a similar range of comparison goods and services as the existing downtown and could be classed as a potential second retail center to the downtown.

Service-oriented commercial uses exist along the old alignment of Highway 99, Whitson Boulevard strip, adjacent to the downtown and generally extending to the northwest. This strip has suffered badly from the relocation of the highway to a grade separated freeway. The main activity in this area is at the Second and Floral Street intersections with Whitson, where freeway interchanges exist. Some new development has extended west of Whitson to the interchange points, generally highway service-oriented uses.

Industrial: The main concentration of industrial uses exists in a pocket at the southeast corner of the City. This includes agriculturally oriented processing plants and a variety of small manufacturing and storage concerns.

Other industrial uses are scattered along the transportation corridor formed by the freeway and railroad extending to the northwest. Just north of Second Street in this corridor, in an otherwise residential area, are two utility company facilities. Along the old highway, further north, are several automobile and heavy equipment salvage yards. To the northwest, in this same transportation corridor, is a new heavy equipment concentration and a private airstrip.

Adjacent to the corridor, on the north side of the railroad tracks just east of the crossing with Thompson Avenue, there is a small concentration of heavy commercial and industrial uses. These are made up primarily of brick manufacturing and storage, with some agricultural processing.

Agricultural and Vacant: Surrounding Selma is an extensive agricultural region which is being displaced as urban expansion occurs around the City. The predominant use of this land is as vineyards, although pasture and field crop lands are also found in the northwestern area. Approximately 800 acres of this agricultural land is within the urbanizing area as projected by the General Plan. (See also the Conservation, Open Space, and Recreation Element.)

Of the 110 acres of vacant land identified on the Table, most consists of land which has gone out of agricultural use and is awaiting a more intensive urban use. The majority of this land lies in the northwest part of the urbanizing area, along the railroad tracks and around the Floral Avenue freeway interchange.

Other vacant land is found in scattered locations where urban development has bypassed and surrounded certain parcels. Some larger parcels of this type lie along the old highway and adjacent to the older residential and industrial uses to the south and west of the City. Much additional vacant land is found on individual lots throughout built-up areas, but these parcels have not been included in the figures and would require a detailed field survey to identify.

3. Projections

Residential: At the same number of persons per household (3.24) and approximately five units per acre (average for single family subdivision type developments), between 125 and 500 acres of new residential land will be needed to accommodate the population of Selma in the year 2000.

The amount of land needed would decrease if all multi-family zoned areas were used more intensively than at present.

Commercial: With the current planning area population of 11,900, Selma's 170 acres of commercial land yields approximately 14 acres per 1,000 persons. Standards for commercial acreage are highly speculative and depend a great deal on intensity of use within the land available, but this figure appears excessive rather than adequate. Many of Selma's existing businesses suffer from low sales volume per square foot. It would appear that concentration and higher utilization of existing commercial areas is preferable to proliferation of commercial acreage.

If no new commercial acreage is developed, and population increases as projected, Selma will have 12 acres of commercial land use per 1,000 persons by the year 2000. This would still present more than adequate acreage to serve the shopping and service needs of the population, especially if more efficient use were made of the available commercial lands.

Some expansion or new highway commercial areas are appropriate at existing and proposed freeway interchanges. Other service and convenience commercial areas shown on the Plan are already committed by existing use or zoning, and only orderly limited expansion of these should be considered consistent with the Plan.

Industrial: It is difficult to project the actual demand for industrial land in Selma. However, it is clearly to Selma's advantage to attract as much industrial expansion, consistent with protecting its environment, as possible. Such industries bring new, and usually higher paying, employment opportunities to the residents, as well as increasing the tax base of the community.

Selma could become a bedroom community, with the major shopping and employment centers developing in the Fresno-Clovis Metropolitan Area rather than locally, but the projections for both commercial and industrial land use are based on the assumption that this possibility will be successfully avoided.

4. Policies

The land use plan has been designed to meet Selma's needs with the most beneficial effect on the community's future development. A graphic illustration of the proposed land use plan is shown on the General Plan, Exhibit 10. The following table summarizes the land use acreages proposed:

SELMA GENERAL PLAN LAND USE		
Classification	Acreage	Percent Of Total
Residential	1230	56.4
Low Density - 980 Acres		
Medium Density - 200 Acres		
High Density - 40 Acres		
Commercial	235	10.8
Retail - 80 Acres		
Service - 85 Acres		
Highway - 70 Acres		
Industrial	450	20.6
Public Facilities		
Elementary Schools - 57 Acres		
Junior High School - 20 Acres		
Senior High School - 60 Acres		
Cemeteries - 40 Acres		
Hospital/Medical - 30 Acres		
Ponding Basin - 30 Acres		
Parks - 28 (not incl. regional park)		
Civic Center - 5 Acres		
Total Acres	2185	100.2

The specific policies within each category are discussed below:

Residential: Selma should encourage full use of vacant land within the existing City limits and should seek to annex urban developments immediately adjacent to its current boundaries.

As discussed in the Housing Element, programs should be developed to encourage rehabilitation or replacement of substandard housing. Where appropriate, as designated on the General Plan, multi-family units and/or mobile home parks should be developed to serve all income levels and to intensify land uses near commercial and public service centers.

Of the approximately 470 acres of new area set aside on the General Plan for residential expansion, the primary area of initial development should be to the north.

In the area north of Floral, south of Dinuba, including the area already within City limits, and from Thompson Avenue to the Duke Street alignment, there are approximately 250 acres available for residential use. If the population projections hold true, this one area alone would be ample for the coming three decades' growth. This would prevent simultaneous public expenditures to develop facilities and services in other potential expansion areas which may not be needed. The development of this particular area would permit the completion of existing service networks to the north and also reflects the current trend or demand for housing in this area.

Other areas for expansion include: (1) scattered small acreages in the eastern areas near Dockery Avenue; (2) a small area to the south, within the current City limits; and (3) more than 100 acres to the southwest, to fill in the vacant or unproductive land between existing urban uses and to the Eric White School.

The southwestern area of expansion should be considered as secondary in terms of scheduling of development. Although this expansion area would involve less valuable agricultural soil, it would require considerable new investment for storm drainage and sewerage services. In addition, upgrading of existing housing in the southwest sector should not only be a higher priority but may in fact be a prerequisite to encouraging any new housing in the vicinity.

Low density residential is shown on the general plan for the area generally bounded by Freeway 99, Sheridan Park and Valley View Avenue; however, if and when a freeway interchange is built at the freeway and McCall Avenue, highway commercial uses may be appropriate in this area. (Resolution 1388; 6-2-75)

If all of the areas indicated on the General Plan are developed, and with a small amount of intensification allowed for in multi-family areas, the high population projections for the year 200 (based on a three per cent growth rate, as opposed to the one per cent rate expected County-wide) could be adequately accommodated. If and when future growth exceeds the areas designated, the next logical area of expansion is the northwest, from Thompson Avenue to the Southern Pacific Railroad south of Dinuba Avenue. This area involves less valuable agricultural soils than to the north or east. It would also permit the eventual incorporation into the City of the two existing northwest subdivisions and provision of urban services, once these have been developed for the northwest expansion area, at reasonable cost. (Resolution 1388; 6-2-75)

Commercial: The only major expansion of commercial uses proposed is the development of highway commercial areas, with orderly expansion of Floral and Second interchange developments, and a very limited area at the Mountain View interchange. The commercial areas actually serving the population of the planning area will increase only slightly. Beside the downtown area, McCall Village is the only community retail commercial center. Four smaller neighborhood convenience centers are indicated - at McCall and Floral, McCall and Huntsman, Nebraska and Thompson, and about one block of Park Street. (Resolution 1388; 6-2-75)

As the population grows, existing businesses should experience higher sales volume and more efficient use should be made of vacant and poorly utilized land in both the retail and service commercial areas. A prerequisite to higher sales volumes is that Selma maintain its competitive position in the regional commercial market. Renovation, landscaping, and parking facilities improvements should all be undertaken in the downtown retail commercial area. Concentration of comparison shopping goods and financial services should be achieved in this area.

Service commercial establishments, involving more automobile related businesses such as service stations, vehicle and equipment sales and repair service, drive-in establishments, and other commercial activities inappropriate to a retail district, should be separate from the downtown area. The existing strip along Whitson Avenue should be improved, and scattered service commercial establishments in other areas encouraged to utilize vacant parcels along this centrally located service area.

Industrial: Considerable land has been designated on the General Plan for potential industrial use, from the existing 110 acres to 470 acres. It is unlikely that all of this land will be fully developed, but it is desirable to encourage new industry to locate in Selma by offering a choice and abundance of land available.

The bulk of industrial land is designated in two large areas within the transportation corridor--one area to the north of Floral Avenue, and the other southeast of McCall Avenue. Both are well separated from other land uses and have reasonably good access to rail and freeway transportation. A major new industry is currently developing in this southern transportation corridor, and an adequate new rail spur should be extended across Golden State Blvd. to serve this and future industries in the area. A partial interchange at McCall Avenue would aid in the development of the southern industrial area. Both the interchange and new rail spur should be encouraged by the City to serve this desirable industrial expansion. (Resolution 1388; 6-2-75)

A small industrial strip is shown in the area northeast of Whitson Avenue, adjoining the railroad tracks from Floral to McCall Avenues. This reflects a number of existing miscellaneous manufacturing uses in the area, and is justified primarily by the location along the railroad tracks. This area should not be developed with heavy industrial uses, however, as its proximity to the retail commercial and residential areas could create conflicts, both aesthetically and functionally. On the other hand, this area should encourage a mixture of service commercial uses, warehouses, and other such compatible operations, located close to related commercial areas.

The industrial area northeast of the railroad tracks, from Third Street south to the Dockery Avenue alignment, may also encourage some mixture of commercial establishments--some of which already exist in the area--with any heavier industrial uses reserved for the southern portion where they will not affect nearby residential areas.

An additional industrial area is also shown in the northwest area, east of the tracks, bounded by the Huntsman Avenue alignment on the north and the Mitchell Avenue alignment on the east. This area also has excellent railroad and freeway access, but if developed, should be limited to industrial uses which will not depreciate the quality of future residential developments to the east and, eventually, possibly to the north. This area is also suitable for residential use, and since considerable industrial land is available in areas less suitable for other uses, this area should be considered an optional industrial park area.

5. Implementation

All of the policies of the Land Use Element are principally implemented by the City's and County's zoning regulations. The City's zoning ordinance should be

reviewed and revised to provide specific measures designed to accomplish the goals of the General Plan such as: precise regulations for each density of residential land use proposed by the Housing Element of the General Plan; establishment of an exclusive retail and office commercial zone for the central business district, while allowing neighborhood and community shopping centers to supply additional convenience goods and services; enabling a mixture of service commercial uses within the central industrial strip; performance standards employed through the conditional use permit procedure for industrial uses which might conflict with surrounding land uses; adequate parking for all uses; and regulations regarding yards, building height, and screening, with particular attention to areas of transition between commercial or industrial use and residential uses.

Specifically, a comparison of the Plan with existing zoning implies the following changes:

- a. Most of southwest Selma is currently zoned R-2 and R-3, three-family and multiple family districts, while the development is almost exclusively single family residential. The neighborhood commercial area on Park Street between Skelton and Freeway 99 and the commercial developments near the existing Second Street interchange would be retained as non-residential areas, but the bulk of R-2 and R-3 zoning should be changed to R-1. (Resolution 1388; 6-2-75)
- b. The area between Freeway 99 and the railroad, with the exception of parcels fronting on Whitson, Front, Second and block of Young Streets, should be zoned for multiple family residential development. West Front should be zoned M-1 rather than C-3; the Young and Second Street frontages classified C-H, requiring several R-3 and C-2 zoned areas to be reclassified; and the half block of C-2 and block of M-1 on Sylvia Street, composed of utility yard facilities intruding into an otherwise residential area, should be reclassified to multiple family. The present R-1, R-2 and R-3 areas composing the remainder of the area should be rezoned to the R-2 amended zone encouraging low-density multiple family residential development, allowing single family duplex, triplex, fourplex and garden apartments at approximately one unit per 3,000 square feet of lot area.
- c. The R-2 zoned area along Keith Street should be reclassified to enable high density multiple family or professional office uses in close proximity to the downtown shopping area and Lincoln Park. The west side of C Street and Orange Avenue should be changed from R-3 to the amended R-2, low density multiple family residential district.
- d. The outlying R-3 zoned areas, near the Hospital on Rose Avenue, adjacent to Roosevelt School on Floral Avenue, near the cemetery on Floral Avenue, and opposite the McCall Village shopping center should be rezoned to the amended R-2, low-density multiple family zone. Additionally, the M-1 zoned area near Chandler, Stillman and Willow Streets should be rezoned to low density multiple family use to prevent industrial intrusion beyond the frontage of Chandler Street. The R-3 zone for a church day-care facility on Hicks Drive should be changed to R-1 and the latter zone should allow such use as conditionally permitted.

- e. All public uses such as schools, parks, ponding areas and cemeteries should be rezoned from the existing residential or commercial classifications to a new Open Space and Public Facility District. (Resolution 1388; 6-2-75)
- f. In the area bounded by Mill, Third, Front and Center Streets both zoning and existing land use are a mix of industrial, commercial and residential. The area should be zoned M-1 for industrial use, permitting interspersed commercial but prohibiting incompatible residential use.
- g. The County zoning ordinance should also be used to implement the plan, primarily by restricting any urban level of development within the unincorporated area. Zoning of County lands should be for appropriate agricultural uses only. When future urbanization is appropriate, annexation should precede any rezoning or processing of subdivision applications. Within the agriculturally designated areas, any zoning or conditional use permit applications for non-agricultural uses would be referred to the City for review and comment. Rural subdivisions or lot split activity which could tend to interfere with future orderly urban expansion should not be permitted in the planning area.

C. CIRCULATION ELEMENT

1. Goals and Principles

- a. To provide a safe, convenient, and efficient system of circulation for all users.
- b. To minimize conflicts between different types of traffic.
- c. To minimize dependence on automobile use to the greatest extent possible.

2. Existing Conditions

Major traffic carriers of regional importance within the Selma planning area include one existing and one proposed freeway, one existing and three proposed expressways, and three arterials. The existing Freeway 99 runs from northwest to southeast through both the planning area and the City of Selma, and provides the major transportation link to Fresno, San Francisco, and Los Angeles. The proposed Freeway 43 would replace the existing Highland Avenue from Selma southward.

Golden State Boulevard is a County expressway, paralleling Freeway 99 from Fresno to Kingsburg. Within the City of Selma, it jogs to Whitson Avenue and its expressway status is reduced to an arterial. Manning Avenue is a proposed County expressway, as designated on the County Circulation Element. It forms the northern boundary of the planning area and provides access to Reedley, nine miles to the east, and, in the future, Interstate 5 Freeway, about 54 miles to the west. Bethel Avenue, the eastern boundary of the planning area, is also a proposed expressway leading to Sanger to the north and Kingsburg to the south. Mountain View Avenue, which is an arterial through most of the planning area, is planned as an expressway from Freeway 99 east, serving as access to Dinuba, in Tulare County.

Mountain View Avenue west of Freeway 99, McCall Avenue, and Rose Avenue are all designated County arterial streets. McCall parallels Bethel extending north of Selma to provide access to the eastern edge of the Fresno-Clovis Metropolitan planning area. Rose Avenue carries traffic to the east, toward Reedley, approximately half way between the parallel expressways of Manning and Mountain View.

Within the planning area these regional traffic carriers are of major importance, and, in addition, more localized arterials and collectors serve the urban area. These include Nebraska, Second, Chandler-East Front, Orange, Floral, Dinuba, and Thompson Avenues.

Circulation within the urban area is complicated by the change of a north-south, east-west grid system to the diagonal pattern within the central, older portion of town and the transportation corridor (composed of the railroad, Golden State Boulevard, and Freeway 99). A number of difficult intersections exist, as well

as inefficient and awkward triangular patterns where the two grid networks interconnect. In general, all new developments have followed the north-south, east-west street system.

There are no scenic routes in the Selma planning area. The only form of public transit within the Selma area is a privately operated taxicab service. The Greyhound Bus Lines provide inter-city public transportation from Selma to the north and south throughout the day. Train service is for freight only.

3. Projections

The 1964 Selma General Plan projected 1985 traffic volumes for all of the major streets within the urban area. However, this Plan assumed a 1985 population which, if current State and County trends prevail, will only be achieved by the year 2000. It also assumed a constant increase in the number of cars and car usage. An updated traffic count should be undertaken to determine whether these assumptions have held true to the present time. In any event, the projected traffic volume increases will be affected by the slower population growth rate expected County-wide and, possibly, by restrictions on auto use or rising prices of gasoline.

The largest traffic carriers within the City of Selma will continue to be McCall Avenue, Second Street, and Whitson Street. As volumes increase, McCall, especially between Floral Avenue and the High-Mill-Second Streets intersection, and one block of Second Street, from East Front Street to the intersection with McCall, will seriously exceed their current design capacity. Additionally, the other arterial and collector streets indicated on the Circulation Element should be improved to accommodate existing and future traffic without congestion.

4. Policies

The proposed circulation plan is illustrated on Exhibit 6. A new partial freeway interchange is proposed at McCall Avenue and Freeway 99, serving the southern industrial area and providing an alternate entrance route to the downtown area.

The east-west arterials on the plan are Floral Avenue between Freeway 99 and McCall Avenue, Rose from McCall east, Nebraska and Second Streets from future Freeway 43 to McCall, and Mountain View Avenue from Freeway 99 west. The north-south arterials are Highland Avenue, between Floral Avenue and Golden State Blvd., and McCall Avenue from Freeway 99 northward. Golden State Boulevard and Whitson Avenue form a northwest-southeast arterial through Selma urban area and extend outward as expressways. These arterials, together with the freeways and the County expressways at the periphery of the planning area, are the major routes serving the urban area and connecting it with surrounding communities and rural areas. (Resolution 1388; 6-2-75)

Expressways should be at least four lanes, divided, and with limited access, preferably only at one-half mile points.

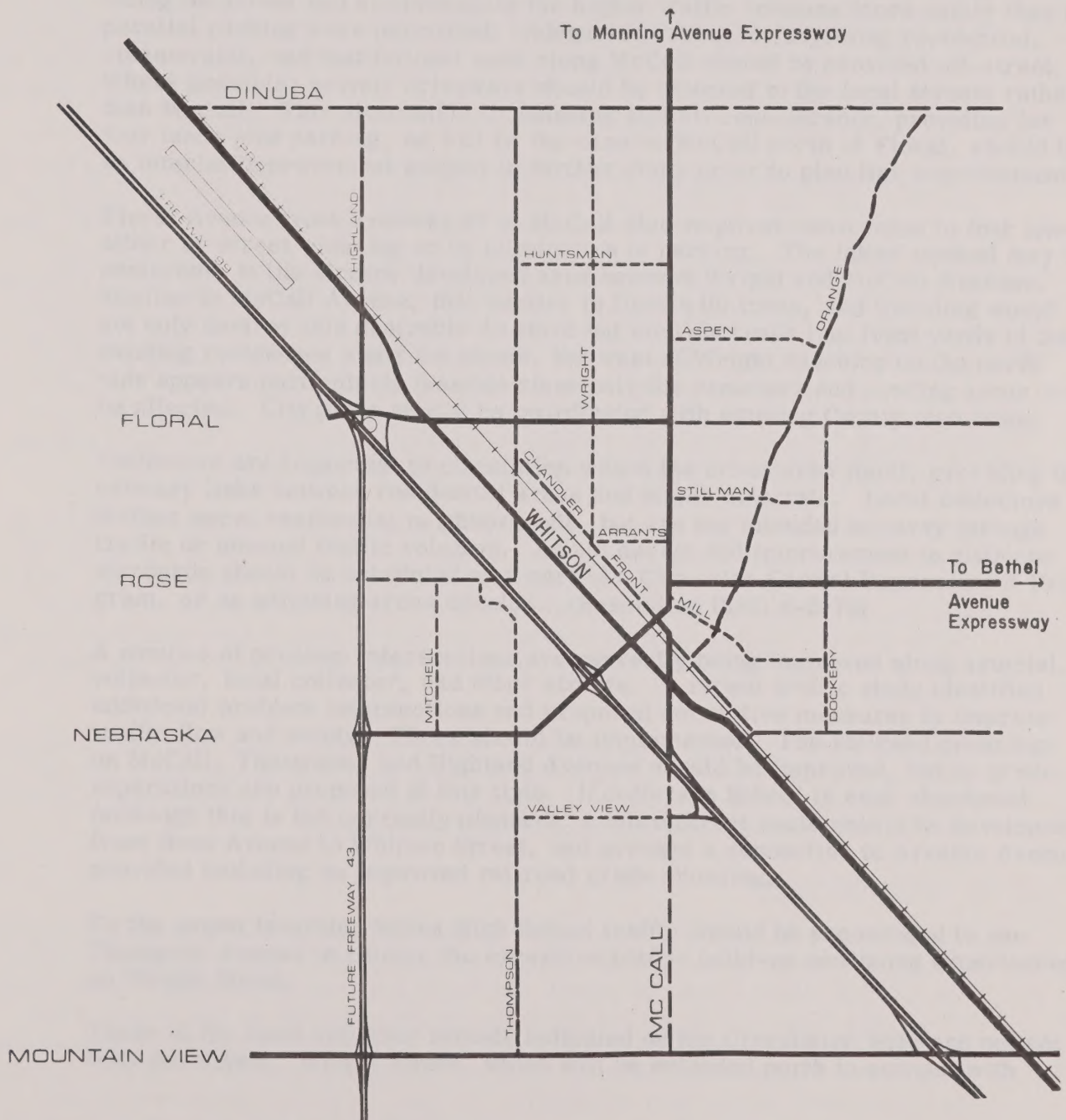
The design of arterial, collector, local collector and local streets should comply with the specifications prescribed in the Standard Drawings and Specifications Manual for the City of Selma, as amended. (Resolution 1388; 6-2-75)

EXHIBIT 6

CIRCULATION ELEMENT

LEGEND

Local Collector	-----
Collector	- - - - -
Arterial	=====
Expressway	=====
Freeway	=====



Arterials should all be improved to four lanes, to handle the projected traffic volumes and to adequately serve their function within the circulation system. Second Street northeast of East Front Street and McCall Avenue from downtown to Floral Avenue are the most immediate problem areas. A solution to the one block "bottleneck" on Second should be a part of a downtown specific plan for traffic circulation, parking and aesthetic improvements.

Although an official plan line for the eventual widening of McCall Avenue from Rose to Floral has been adopted, it is recommended that parking be eliminated on both sides of the street from downtown to Floral Avenue so that four lanes can be accommodated without requiring major street reconstruction. This would not only minimize expensive repaving work, but also preserve many existing trees lining the street and accommodate the higher traffic volumes more safely than if parallel parking were permitted. Adequate parking for adjoining residential, commercial, and institutional uses along McCall should be provided off-street. Where possible, private driveways should be oriented to the local streets rather than McCall. This alternative to widening McCall considerably, providing for four lanes plus parking, as will be the case on McCall north of Floral, should be an interim improvement subject to further study prior to plan line improvement.

Floral Avenue from Freeway 99 to McCall also requires conversion to four lanes, either by street widening or by elimination of parking. The latter method may be preferable in the already developed area between Wright and McCall Avenues. Similar to McCall Avenue, this section is lined with trees, and widening would not only destroy this desirable feature but also encroach into front yards of the existing residences along the street, but west of Wright widening on the north side appears particularly feasible since only the cemetery and ponding areas would be affected. City plans should be coordinated with existing County plan lines.

Collectors are important to circulation within the urban area itself, providing the primary links between residential areas and major arterials. Local collectors further serve residential neighborhoods, but are not intended to carry through traffic or unusual traffic volumes. Actual design and improvement to ultimate standards should be scheduled as a part of a City-wide Capital Improvement Program, or as adjoining areas develop. (Resolution 1388; 6-2-75)

A number of problem intersections are currently being improved along arterial, collector, local collector, and other streets. A recent traffic study identified additional problem intersections and proposed corrective measures to improve traffic flow and safety. These should be implemented. The railroad crossings on McCall, Thompson, and Highland Avenues should be improved, but no grade separations are proposed at this time. If Jefferson School is ever abandoned (although this is not currently planned), a more direct route should be developed from Rose Avenue to Whitson Street, and perhaps a connection to Arrants Avenue provided including an improved railroad grade crossing.

To the extent feasible, Selma High School traffic should be encouraged to use Thompson Avenue to relieve the excessive traffic build-up now being experienced on Wright Street.

Three of the local collector streets indicated on the Circulation Plan are not yet fully developed. Wright Street, which will be extended north to connect with

Dinuba Avenue when adjoining properties develop, should include a four-way stop at Huntsman to discourage through traffic use. Huntsman should be improved between Thompson and McCall to facilitate access to the High School and to link future developments to the north and south with through traffic streets. It is undesirable, however, to develop it from Highland to Thompson or from McCall to Orange, where urban development will not take place (at least until more easily serviced areas are first built up), and particularly to avoid an unintended through traffic route paralleling Floral and Dinuba Avenues. Either Aspen or Oak Street will serve as a more central link between McCall and Orange in the northeast area proposed for residential development.

Certain streets should be considered for abandonment, particularly where small triangles and excessive street frontage result from the current pattern. Great care should be taken, however, before abandoning any street which might be of some future use to the circulation system. New street developments in areas of urban expansion should not necessarily follow a rigid grid system. More efficient and varied street layouts should be encouraged wherever possible.

During the planning period, unless major nation-wide policies and funding for public transit alternatives are instituted, it appears to be financially unfeasible for Selma to establish a workable public bus or other mass transit system. However, with its large senior citizen population, many of whom cannot drive or afford cars, Selma should study the feasibility of establishing a special, reduced fare taxi-call system through the private taxi company or, alternatively, establishing a public mini-bus call service. If volumes could be increased by lower rates and public awareness of such a convenient service, the system might be economically self-supporting. If the Fresno County Council of Governments would assist in the funding of an inter-community bus service, the taxi or bus lines might also provide public transportation between Selma, Reedley, Parlier, Sanger, Kingsburg, Fowler and the Fresno-Clovis Metropolitan Area.

Within the Selma Urban Area the General Plan attempts to arrange land uses in such a way as to encourage pedestrian access to major service facilities as an alternative to automobile use as well as to facilitate future public transit. The land use proposed on the General Plan, Figure 10, concentrates medium and higher density housing near the central commercial area, where residents could walk to shopping facilities, and also generally near parks and other community services.

The feasibility of a proposed landscaped horse and bike riding path along Orange Avenue, utilizing the C & K Canal right-of-way past Brentlinger Park through town, should also be investigated, in conjunction with the Consolidated Irrigation District and County Parks and Recreation Department.

5. Implementation

Improvements to the streets identified on the Circulation Plan should be scheduled according to priority as part of the City's needed capital improvements program. The official select system of streets for the City should be modified to reflect the Circulation Plan so that gas tax funds can be concentrated on the streets which are most important to City-wide circulation. In addition to review of the adopted setback lines for portions of Rose, Floral, McCall, Second and Nebraska Avenues, the City should initiate precise plan line studies, in coordination with Fresno County where appropriate, to protect and provide for future right-of-way for all collector and arterial streets.

On new developments, all street, curb, gutter, and sidewalk improvements are required through provisions of the Subdivision Ordinance. Tentative Map reviews should include an evaluation of the proposed streets with respect to community circulation patterns and generally encourage efficient and complete street networks.

Discussion of the proposed freeway interchange at McCall Avenue and Freeway 99 should be initiated with the State Department of Transportation. Additionally, the Division should be informed of the General Plan's recommendations with regard to possible future freeway noise control measures, as discussed in the Seismic Safety, Safety, and Noise Element.

Fresno County should incorporate the Selma Circulation Plan into its County-wide plan. The most significant change to the County's plan is the proposed freeway interchange at McCall and its extension as an arterial into the downtown area. Other additions are Mitchell, Valley View, Stillman, Thompson north of Nebraska, and Dinuba east of Orange. Deletions are the extension of Dockery south from Nebraska to Saginaw, Park between East Front and McCall, Branch from Whitson to East Front, Nebraska west of Freeway 43, and the Young-Sherman connection between Thompson and Whitson. Also, some segments have been reclassified. The Mill-Peach Avenue collector connection should be studied by the City Engineer to determine an appropriate existing or new alignment.

When the taxi company franchise is reviewed, a feasibility study should be undertaken to determine the demand for and financial implications of special reduced fares for senior citizens. If County, State or Federal funding becomes available for study and implementation, the feasibility of a publicly operated minibus system should also be investigated.

An agreement for the use of the C & K Canal right-of-way should be pursued with the Consolidated Irrigation District, and a fund for the landscaping and improvement of a bike and horse riding path considered as a part of the capital improvement program.

D. PUBLIC FACILITIES AND SERVICES

Public facilities and services within the Selma planning area include educational facilities, city hall facilities, fire and police protection systems, and storm drainage and flood control services. Each of these will be discussed separately within this Element. Parks are discussed in the Conservation, Open Space, Recreation Element.

Telephone service, electric and gas, the water supply and distribution system, and the solid waste disposal services within the Selma planning area are privately owned and operated and are not discussed in this Element. It is assumed for planning purposes that these quasi-public facilities will be maintained and expanded as necessary to provide adequate level of service to urban developments in the Selma area.

With all public facilities and services, the general goal is to provide the most effective high quality service to the citizens of the community in the most efficient and economical manner possible. Implementation is, in almost all cases, through the operating budget and capital improvement program of the City, plus Federal grants and other such programs where available. Specific additional implementation measures will be discussed in each section as appropriate.

1. Educational Facilities

a. Existing Conditions

The Selma Unified School District operates seven elementary schools, one junior high school, one high school, and one continuation high school within the Selma planning area. (One elementary school--Terry--operated by the District is located outside the planning area and is not discussed in this section.) In addition, the Fresno County Economic Opportunity Commission operates a Head Start school at a classroom owned by the School District in Lincoln Park and a migrant education program at the former Franklin Elementary School site. The location of these educational facilities is indicated on Exhibit 7. The acreage, student capacity, and actual enrollment of each facility is demonstrated on the following table:

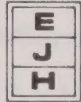
EXHIBIT 7

EXISTING PUBLIC FACILITIES

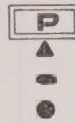
LEGEND

FACILITIES

Schools
elementary
junior high
senior high

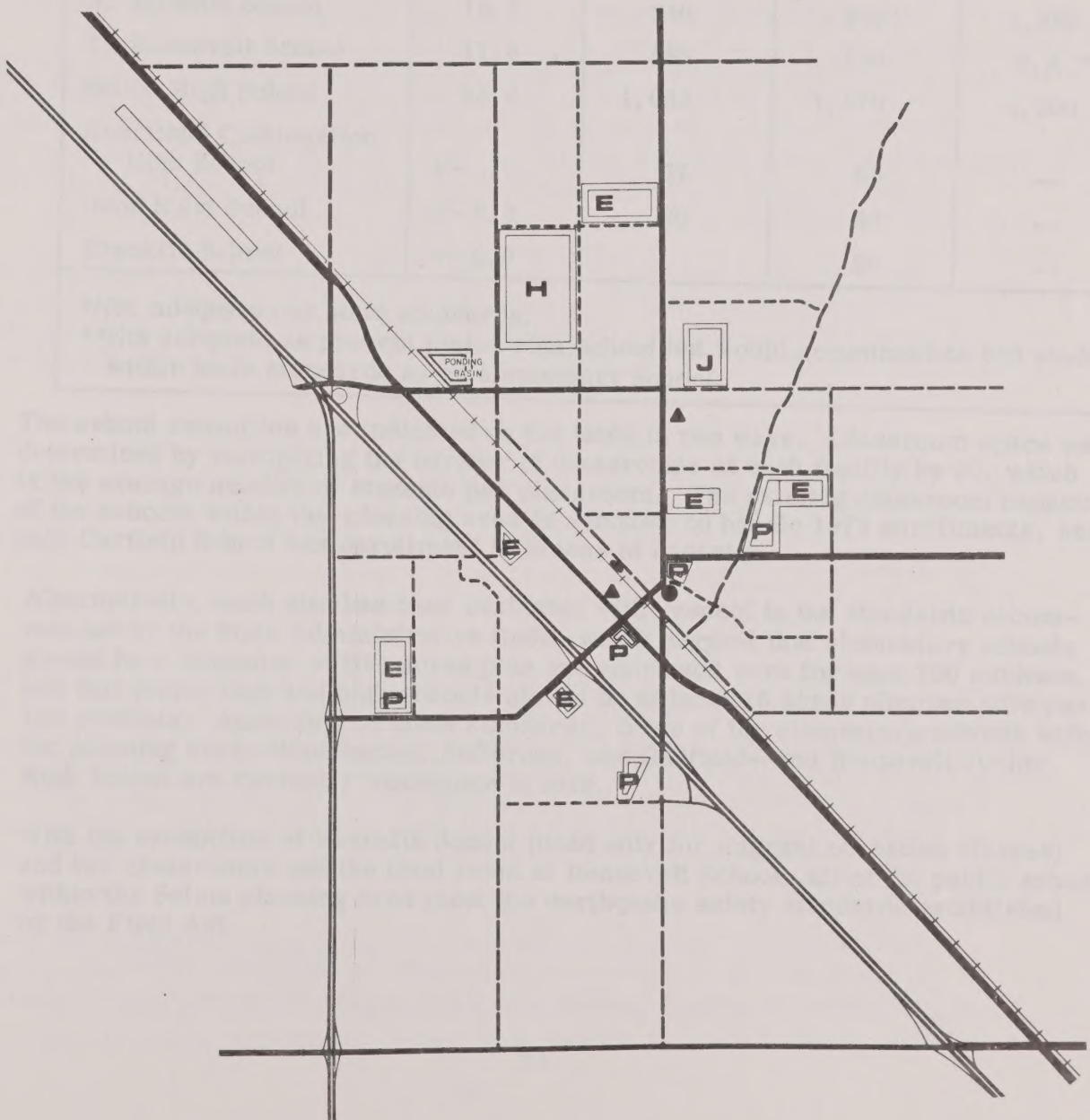
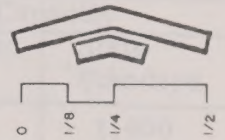


Parks
Fire Stations
Police Station
City Hall



CIRCULATION

Local Collector
Collector
Arterial
Freeway =====



SIZE, CAPACITY AND ENROLLMENT - 1972
PLANNING AREA EDUCATIONAL FACILITIES

Facility	Acreage	Enrollment 1972	Capacity	
			Classroom Space	State Standard
Indianola School	15.0	393	420	1,000
Eric White School	19.9	378	420	1,500
G. Washington School	2.9	283	360	N.A. *
T. Jefferson School	2.5	162	180	N.A. *
James Garfield School	4.4	288	270	N.A. *
W. Wilson School	11.3	279	300	630
A. Jackson School	18.8	340	390	1,380
T. Roosevelt School	11.6	585	600	N.A. **
Selma High School	58.0	1,062	1,070	4,300
Heartland Continuation High School	+/- .5	57	90	--
Head Start School	+/- 2.0	20	30	--
Franklin School	+/- 5.0		90	--
*Not adequate per state standards. **Not adequate as present junior high school but would accommodate 660 students within state standards as an elementary school.				

The school capacities are indicated on the table in two ways. Classroom space was determined by multiplying the number of classrooms at each facility by 30, which is the average number of students per classroom. The existing classroom capacity of the schools within the planning area is adequate to handle 1972 enrollments, and only Garfield School has enrollment in excess of capacity.

Alternatively, each site has been evaluated with respect to the standards recommended by the State Administrative Code, which suggest that elementary schools should be a minimum of five acres plus one additional acre for each 100 students, and that junior high and high schools should be at least 15 acres plus one acre per 100 students. According to these standards, three of the elementary schools within the planning area--Washington, Jefferson, and Garfield--and Roosevelt Junior High School are currently inadequate in size.

With the exceptions of Franklin School (used only for migrant education classes) and two classrooms and the band room at Roosevelt School, all of the public schools within the Selma planning area meet the earthquake safety standards established by the Field Act.

b. Projections

The projected total enrollment of grades K-8 and 9-12 for schools within the Selma planning area in 1985 and the year 2000 and the existing total capacity of all schools within the planning area is demonstrated on the following table:

EXISTING CAPACITY AND PROJECTED ENROLLMENT

Grades	Classroom Capacity	Enrollment				
		1972	1985		2000	
			Low	High	Low	High
K-8	2,940	2,708	2,805	3,444	3,178	4,290
9-12	1,070	1,062	1,112	1,365	1,246	1,701

The school enrollment projections in the table are based on the high and low population projections developed for the Selma planning area, which are discussed in Part I, Section B, of this General Plan, and the assumptions that students in grades K-8 will continue to comprise 22.7 per cent of the total population and students in grades 9-12 will continue to comprise 9.0 per cent of the population.

The table demonstrates that, by 1985, if the "low" population projections are correct, existing facilities for grades K-8 will be adequate, while new high school classrooms will be needed to accommodate an additional 42 students. Between 1985 and 2000, additional classrooms will be needed for 238 students in grades K-8, and 134 students in grades 9-12.

If total population growth reaches the "high" projections, additional classrooms will be needed in 1985 to accommodate 504 students in grades K-8 and 295 students in grades 9-12. Moreover, between 1985 and 2000, new classrooms will have to accommodate an additional 846 students in grades K-8 and 336 in grades 9-12.

c. Policies/Implementation

Immediate consideration should be given to the conversion of Garfield School from elementary school use to a civic center by the City of Selma and the School District. The 4.4 acre site is inadequate in terms of the acreage standards for elementary schools, but offers one possible alternative location as a site for a civic center. The need for a new City Hall, police station, and community center facilities have all been identified as top priority in the City. If this eventual conversion is possible, both the City and the District can plan accordingly.

For the School District, abandonment of Garfield would require additional elementary school space to accommodate these students. Wilson School, with adequate site area for additional classroom development, is well located to

serve the same neighborhood and would provide ample capacity as an elementary school.

Roosevelt Junior High School will require site expansion and additional facilities development as student population increases. Additionally, the classroom and band room which do not comply with Seismic Safety requirements should be replaced by 1975.

Both the Washington and Jefferson school sites are below the State standards for size of elementary school. However, it would be difficult to convert either to some other use while also incurring additional expense and creating an extremely large student population at the Eric White School, or alternately, redeveloping a new elementary school to conveniently serve the southwest Selma area. Therefore, it is recommended that Washington and Jefferson Schools be continued in use but limited to K-2 schools, and that Eric White School serve exclusively all the grade 3-6 students in the same area. This plan should, however, be considered as an interim solution until the feasibility of a new elementary school in a redevelopment site in southwest Selma can be evaluated by the School District.

In summary, the Plan proposes possible abandonment of Garfield, expansion of Wilson and improvement of Roosevelt Junior High, and perhaps a new elementary school in southwest Selma, although not indicated until feasibility is studied. If and when additional classrooms are needed, ample site area for expansion is available at Jackson, White and Wilson Elementary Schools (up to 300 additional student each, still keeping schools at a maximum of about 700 students each), but both site and building expansion will be required at Roosevelt School. These expansions at already existing school sites would accommodate the high projected enrollments (which are unlikely in view of State-wide population and enrollment trends) through the year 2000.

Part of the site of the Andrew Jackson School, with its large acreage, could be converted to a fully improved public park. The high school also could provide space for full-time use by the public. Both of these facilities would fill the need for recreation areas in the north, where parks are now lacking, as discussed in the Conservation, Open Space, and Recreation Element of this Plan.

Additional classrooms will be needed by 1985 at Selma High School to accommodate projected growth in student enrollment. A library is now being constructed at the high school to replace the classroom that is presently inadequately serving this function. As noted in the Circulation Element, traffic and parking on the campus should be redesigned to orient as much as possible toward Thompson Avenue to relieve conflicts and congestion on Wright Street.

2. City Hall

a. Existing Conditions

The Selma City Hall is located in a former bank building on Tucker Street, between Selma and Second Streets (see Exhibit 7). The building, which is

over sixty years old, contains approximately 3,500 square feet, of which approximately 1,200 square feet are used for the City Hall. The remaining space is used for a library and a Chamber of Commerce office.

b. Projections

The existing City Hall facility is inadequate in terms of total space, design, and location. It is estimated that a building of at least 3,500 square feet expressly designed to serve as a City Hall is needed to replace the existing inadequate facility.

c. Policies/Implementation

A feasibility study should be undertaken to investigate both the space, design, and locational requirements of a new City Hall and means of financing construction of the facility. Among the locations that should be investigated for the new City Hall is the present Garfield School site, which is large enough and well located to serve as a multi-purpose civic center complex. The conversion of the existing buildings and/or construction of new buildings should be designed to house the City offices, police, courtroom facilities, fire department central offices, Selma Unified School District offices, and community facilities such as meeting rooms, indoor recreation, and social services. Revenue sharing funds should be considered as a means for financing the site purchase, construction and/or renovation for the civic center complex.

Among other sites which should be considered as alternate locations for a future Civic Center are Berry Park and/or adjoining Whitson Avenue areas; a site in or adjoining Lincoln Park (perhaps expanding and redeveloping portions of the present City Hall facility; a Civic Center integrated into the downtown area, possibly near the police station and jail.

3. Fire Protection

a. Existing Conditions

Fire protection within the Selma planning area is provided by the City of Selma Fire Department and the Mid Valley Fire District. The City of Selma Fire Department, which has a full-time staff of ten and a part-time fire chief, operates two fire stations, the location of which are illustrated on Exhibit 7.

Station #1 is located adjacent to the central business district of Selma, on Front Street, between First and Second Streets. This station is staffed on a 24-hour basis by one fireman, with an additional man on standby, and is equipped with two combination pumper trucks. Station #1 was constructed at the turn of the century and its structural condition has deteriorated to the point that it is not economically feasible to repair.

Station #2, which was constructed in the late 1950's, is located in north Selma, on "A" Street, just south of Floral Avenue. The station is staffed on a continuous basis by two men with two additional men on standby and is equipped with one

combination pumper truck, one fifty-foot ladder truck, and two ambulances.

The Mid Valley Fire District has two fire stations serving the Selma planning area. One station is located at the southern border of the planning area, on Mountain View Avenue near Golden State Blvd. This station is staffed continually by four men and is equipped with one pumper truck and one tanker truck. The second Mid Valley station is located in the northern portion of the planning area, at Manning and Golden State Blvd., and has a staff of four, equipped similar to the Mountain View station.

The City of Selma and the Mid Valley Fire District have a joint aid agreement through which either the City or the Fire District will respond to calls and provide initial assistance at locations not within their respective jurisdictions.

b. Projections

The City of Selma's fire station on Front Street is structurally obsolete and should be replaced.

The City of Selma should continue a fire prevention and regular inspection and emergency operations program. Additional staff and equipment will be needed as the City's development continues.

c. Policies/Implementation

A new fire station to replace Station #1 should be located where it can readily serve the same area. The most likely location, with good access to major streets in the southwestern area and the central district and already City owned, is at Berry Park.

If a new combined City Hall and police station is developed at the new Civic Center site, the fire department could share administrative offices and a central emergency switchboard system with the police department at this facility.

4. Police Protection

a. Existing Conditions

Police protection within the Selma planning area is provided by the City of Selma Police Department and the Fresno County Sheriff's Office. The City of Selma's police station and jail are located adjacent to the City's central business district, on Front Street, between First and Second Streets, in a building that was formerly a railroad station. (See Exhibit 7) The building is currently owned by the City of Selma, but the property upon which it rests is leased from the Southern Pacific Railroad. If the property is acquired by the City, the available space might be devoted to exclusive jail use in the future, enabling the police station to be consolidated with Civic Center and/or fire station facilities.

The Selma Police Department has an authorized current staff of 17 persons, including a chief of police, an assistant chief of police, twelve patrolmen, and dispatchers.

The Selma Police Department is equipped with three patrol units, one animal regulation unit, and one three-wheel scooter. Presently, two units patrol on a 24-hour basis.

b. Projections

Further increases in staff and equipment will be needed as the population of Selma continues to grow.

The existing police station is cramped and will not adequately house an expansion of either staff or equipment. The City should consider acquiring the site for jail use and study the feasibility of relocating the police headquarters to a Civic Center or Fire Station #1/Police Department combined relocated facility.

c. Policies/Implementation

Additional patrolmen and equipment should be added to the Selma Police Department in order to insure that the citizens of Selma are provided with quality law enforcement protection.

Immediate consideration should be given to moving the City of Selma's police facilities to a new site. As discussed above, because of its central location and existing facilities, the present Garfield School site might be converted into a civic center complex, including law enforcement and courtroom facilities. Other sites mentioned could also incorporate the police station facilities, and the existing building could be devoted entirely to jail use.

5. Flood Control and Storm Water Drainage System

a. Existing Conditions

The Selma area is fortunate in its lack of flooding problems and has few areas which are subject to inundation. No streams or creeks flow through the urban area which overflow their banks, and the irrigation canals are controlled to prevent flooding. In fact, the canals offer a convenient method of disposal since their capacity is generally available for winter storm drainage use.

Functionally, Selma is divided into three drainage areas served by separate flood control systems:

- (1) The older portion of the City, bounded generally by Valley View, Floral, Olive and Thompson Avenues, including the central business district and surrounding commercial, industrial and residential uses, is served by collection lines which carry storm waters to eight lift pump stations along the C & K Canal (Mill Ditch). Use of this canal as a storm drain disposal channel has historically provided no problems.

Collection lines are relatively small and serve only limited areas. Lines are gravity flow, requiring that water be lifted into the canal by means of pumps.

(2) The northern suburban area, bounded generally by Floral, Dinuba, Orange, and Thompson Avenues, including the McCall Village shopping center, the High School, and relatively new residential developments, has a flood control system which is predominantly a gravity flow network. It includes the 10 acre City owned, minimally improved ponding basin site at Thompson and Floral Avenues, the recently completed Maple Street 36" storm drain line, and a connecting 16" collection line in McCall Avenue. The McCall line presently terminates near Hillcrest Drive, but is being extended with an increased capacity 30" line to Dinuba Avenue, serving northern developments occurring on both sides of McCall. The existing 16" McCall line interconnects not only with the Maple Street line to the ponding basin but also with a Floral Avenue line which drains toward the C & K Canal where limited pumped disposal is provided. About one half mile of the McCall line is undersized for ultimate capacity needed, but it will be relieved by a temporary ponding area on the east side of McCall Avenue until increased line capacity is provided.

(3) The eastern suburban area, involving the area adjoining Dockery Avenue, east of Olive Avenue, including the hospital and relatively new residential developments, utilizes a 36" former industrial waste line which provides for gravity flow collection and remote ponding and disposal. A Dockery Avenue local collection line empties into this large pipe.

b. Projections

The downtown drainage system is not adequate for heavy storm conditions, and the other two systems are generally adequate to serve existing urban areas, but substantial urban expansion will require additional flood control improvements for adequate protection.

The primary areas of proposed expansion are north and northwest, and improvements to the storm drainage system will be needed in this area. Assuming that the limits of urban growth will be as defined on the General Plan, the improvements needed in addition to the existing system will be:

- (1) Development of the existing ponding basin site at Thompson and Floral Avenues. (Resolution 1388; 6-2-75)
- (2) Completion of the McCall line to Dinuba Avenue, including increased capacity in the segment from Hillcrest to Maple Street.
- (3) Installation of a storm drain line in the Thompson Avenue area connecting with the Thompson-Floral basin.

c. Policies/Implementation

Central area intensification and limited eastern suburban development will be served by existing disposal systems, but some improvements should be undertaken to solve local flooding problems. Continued northern development will require development of the Thompson-Floral ponding basin, completion of the McCall Avenue line, and future installation of a Thompson Avenue collection line. Future southwestern urban expansion will require a fourth storm drainage system which would serve the new developments west of Thompson Avenue.

The recently completed storm drainage study, which covers precise engineering recommendations for design and improvement of the City's systems, should be adopted and implemented. The City should, as recommended, pursue the purchase of an expanded area at the Thompson-Floral ponding basin site and of a future basin site on Mitchell south of Nebraska to provide for future urban developments.

To enable the City of Selma to construct and install new storm drainage systems, all new developments should pay an acreage fee for flood control purposes, and should provide all on-site storm drainage improvements. The fee should reflect the cost of flood control facilities needed to serve the area as well as the extent of land coverage permitted or proposed by the development (according to zoning controls). Additionally, the Council should provide for a separate tax and fund for flood control facilities maintenance.

The City should enter into an agreement with the Consolidated Irrigation District to formalize its arrangements for storm drainage disposal into the C&K Canal.

6. Sewerage System

a. Existing Conditions

The City of Selma recently joined with its neighboring cities to form the Selma-Kingsburg-Fowler Sanitation District, providing a regional liquid waste collection and treatment system. Although the City is no longer responsible for sanitary sewer improvements, it is appropriate that the General Plan define the existing conditions and planned developments that are dependent upon adequate liquid waste disposal.

The City previously owned and operated two sewer collector systems which are being consolidated and integrated with the recently completed regional interceptor and the proposed treatment plant being developed by the District. One system was the 24" and 36" concrete storm drain line near Dockery Avenue and the Southern Pacific Railroad, in the southeast portion of the City. Some industrial sewage was diverted into this storm drain line during summer, discharging into oxidation ponds south of Kamm Avenue between Del Rey and Bethel Avenues, but no treatment other than irrigation, percolation and evaporation was provided.

b. Projections

The existing and planned Selma-Kingsburg-Fowler Sanitation District's regional sewage facilities provide service for both domestic and industrial liquid waste. Adequate capacity is provided in the recently installed interceptor line and proposed treatment plant to serve the existing and proposed development of Selma as well as the other communities. Some additional collection lines will be required, however, to serve portions of the Selma area, both for unsewered but existing urban developments and for planned urban expansion.

To enable northern and northwestern growth, as proposed in the Plan, the McCall Avenue line has been recently increased in capacity to serve adjoining developments, but a future sewer collection line along Thompson Avenue will be required to serve development near Thompson Avenue. Future northwestern expansion and sewer service to the existing residential area near Dinuba Avenue and the Southern Pacific Railroad, beyond the urban areas anticipated by this Plan, will be served by the District upon formation of appropriate improvement districts.

Sewer service to the secondary or alternate southwestern urban expansion area, including some existing unsewered residential areas presently outside the City, will also require new collector lines. The area west of Thompson Avenue cannot be served by extending the grid network in the older areas since these are shallow and of limited capacity. The exact alignment of this future line may be Rose Avenue, as currently proposed, and/or a larger and longer line along Mitchell, Nebraska, Thompson or Valley View to facilitate southwestern expansion. Service to the existing unsewered residential area to the west is pending upon formation of an improvement district.

c. Policies/Implementation

Because the City of Selma is no longer responsible for sanitary sewer improvements, the above considerations should be referred to the Selma-Kingsburg-Fowler Sanitation District for appropriate implementation. It should be understood, however, that this Plan assumes timely completion of the proposed regional treatment plant, and the continued cooperation of the District in providing additional sewer collection lines to accommodate growth planned by the City. Of particular importance is the extension of the Thompson Avenue collection line to serve immediate northwestern residential developments and planned future expansion to the northwest.

E. CONSERVATION, OPEN SPACE & RECREATION ELEMENT

The Open Space, Conservation, and Recreation Element of the Selma General Plan is in compliance with Section 65302 of the Government Code which specifies that cities and counties shall adopt both a conservation and an open space element as a part of their general plans. In addition, a recreation element is permitted by state planning legislation.

Because of the interrelationships of these three elements, they have been combined into a single coordinated element. Open space, for example, encompasses the other elements. Agricultural lands are a form of open space as well as a resource deserving conservation. Recreation areas are open spaces which are functional as well as visual, more directly serving residents within the urban area itself. Similarly, conservation may involve both open space and recreation areas. In Selma, lacking any unique archeological, historical, mineral, vegetative, wildlife, or scenic natural resources, conservation lands are limited to two types: (1) agricultural lands worthy of preservation due to their significance and quality for the production of food and fiber; and (2) water ponding and recharge areas needed to capture storm run-off, prevent local flooding, and return the Valley's valuable water to the underground supply. Water recharge basins and flood control are discussed primarily in the public facilities element. The recreational use of ponding basin sites is also briefly discussed in this section, including the conservation and proposed park use of Rockwell Pond in northwest Selma.

Thus both open space and conservation divide themselves, in the case of Selma, into two categories: (1) agricultural open space and conservation lands, and (2) land with recreational potential.

Agricultural land is defined by the Government Code and for the purposes of this element to include land ". . . actively used for the purpose of producing an agricultural commodity for commercial purposes," and includes agricultural land which is allowed to lie fallow for a period of up to one year.

Recreational land is defined by the Government Code and for the purposes of this element to include ". . . any area of land or water [which is] designated as open space land and which is actively used for recreation purposes and open to the public for such purposes with or without charge. "

1. Agricultural Land

a. Goals and Principles

Prime agricultural lands, defined by the California Land Conservation Act of 1965 as those in Class I and II soils types, should be preserved for agricultural uses. It should be realized when contemplating any urban expansion that prime agricultural land is a scarce and valuable resource that is extremely difficult to reclaim once it has been encroached upon by urban development. The General Plan should attempt to direct urban growth into areas of less value for agricultural use.

If it is deemed necessary to permit urban development upon prime agricultural land, and where urban development is projected for other agricultural lands, such development should occur only on land that is contiguous to existing urban development and to which urban services can be economically extended. Moreover, any proposed urban development on agricultural land should conform to the uses designated for that land by the General Plan.

b. Existing Conditions

- (1) General- Approximately 8,890 acres or 87 per cent of the land within the Selma planning area is in agricultural uses and over 60 per cent of this agricultural land is comprised of Class I and Class II, or prime, soils. The principal crops grown on the agricultural land include grapes, plums, nectarines and peaches. These crops, for the most part, are grown on small, family owned and operated farms of from 5 to 40 acres.
- (2) Soils - The location of Class I, II, III, and IV soils within the Selma planning area is illustrated on Exhibit 8. Class I and II soils, which are prime agricultural lands, encompass the major portion of the Selma urbanized area and generally prevail east of McCall Avenue throughout and beyond the eastern, southern, and northern boundaries of the planning area.

The Class I and II soils within the planning area are either of the Hanford or Hesperia Series. Soils of the Hanford series are most prevalent and are characteristically sandy loams or fine sandy loams which are well drained, level, and fertile. The only limitation associated with soils of the Hanford series is a tendency for the soil to compact because of tillage. Compaction can also be caused by wheeled vehicles and may cause a slowing down of the infiltration of irrigation water to lower root zones. The Hesperia series is also typified by fine sandy loams which are well drained and fertile. The permeability of these soils is moderate, and run-off is slow with the possibility of erosion moderate to none. Soils of both the Hesperia and Hanford series within the Selma planning area, unless in an urban use, are in level, irrigated croplands.

Extending from McCall Avenue to the western edge of the Selma planning area (DeWolf Avenue), Class II, III and IV soils are found, with Class III soils predominant. Class III and IV soils, while not as fertile as Class I and II, are valuable for agricultural use and are also suitable for urban development. The Class II soils within this area are of the previously discussed Hanford and Hesperia series, while the Class III and IV soils are primarily of the Delhi series. The soils of the Delhi series most represented are Delhi loamy sand and Delhi sand. Delhi loamy sand is a Class III soil that is rapidly permeable and somewhat excessively drained. The primary hazard associated with Delhi loamy sand is that it is subject to slight to moderate blowing. Delhi sand, a Class IV soil, is characterized by excessive drainage, very rapid permeability, and is subject to a moderate or high hazard of blowing. The soils of the Delhi series within the Selma area require irrigation for agricultural use and are largely planted in raisin grapes.

EXHIBIT 8

SOIL CLASS and

AGRICULTURAL PRESERVES

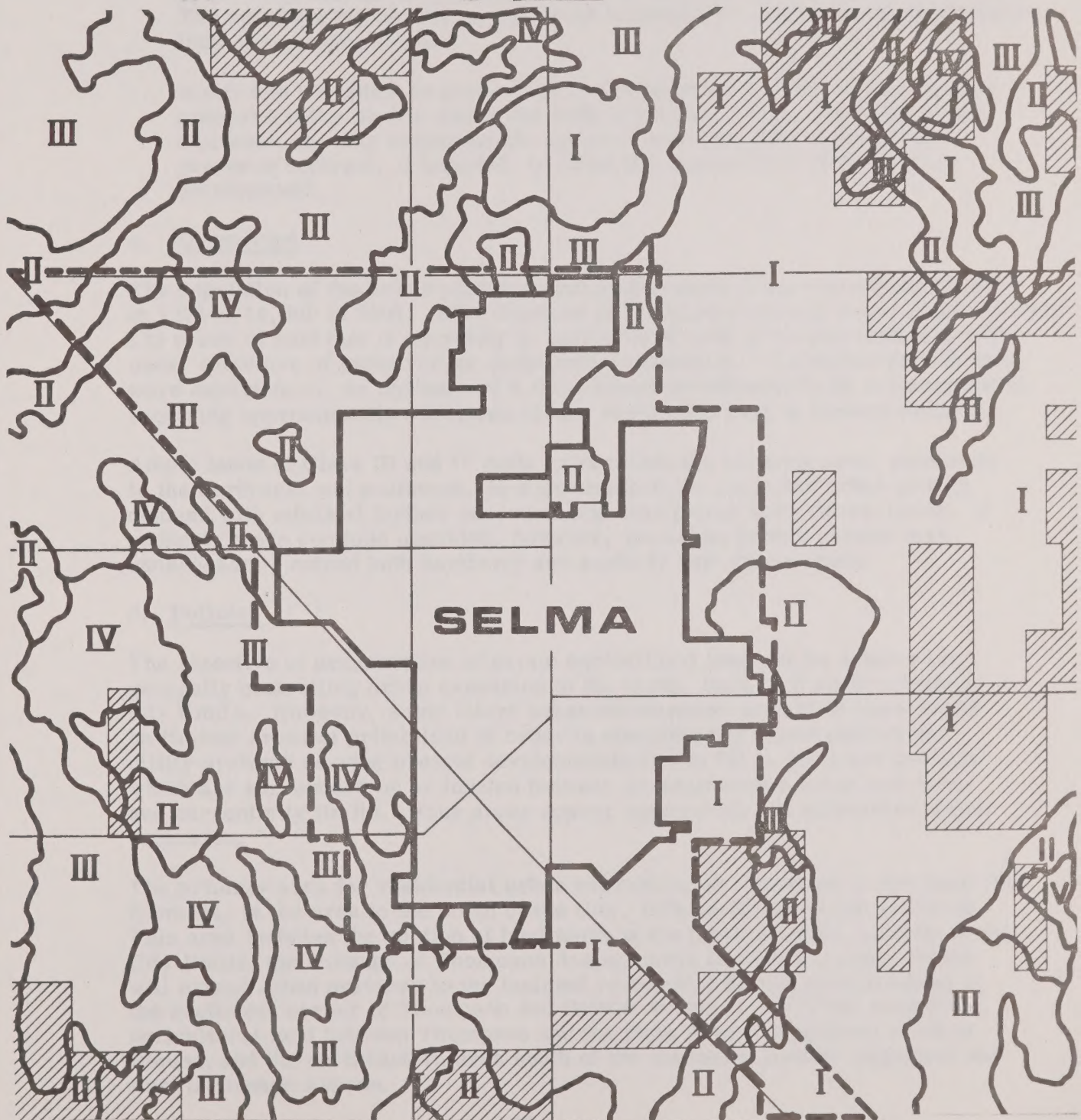
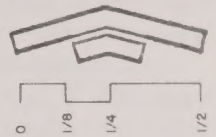
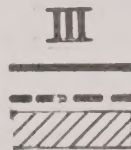
LEGEND

Soil Class Number

City Limit

Planned Urban Expansion

Preserve Contracts



(3) Agricultural Preserves - Exhibit 8 also illustrates the acreage within the Selma planning area that has been placed by its owners under agricultural preserve contracts through the provisions of the California Land Conservation Act of 1965 (Williamson Act). According to the provisions of the Williamson Act, agricultural land within a broadscale preserve area (which generally surrounds the Selma urban area) can be placed under contract for a minimum period of ten years during which time the acreage will be assessed according to its value for agriculture rather than its market value for alternative uses. The resultant tax benefit serves as an incentive for owners to maintain their land in agricultural uses.

A city has the option to protest the inclusion of land within an agricultural preserve if the land is within one mile of its city limits. By lodging such a protest, the city maintains the option of cancelling the agricultural preserve contract, if annexed, to allow the expansion of planned urban development.

c. Projections

The population of the Selma planning area is projected to increase from 12,000 in 1972 to 14,000 in 2000. This increase of 2,000 persons will cause approximately 125 acres of land that is currently in agricultural uses to be absorbed into urban uses, exclusive of industrial or commercial expansion. If a higher growth rate were experienced, an increase of 8,000 persons would need to be accommodated, requiring approximately 500 acres of new residential land at current densities.

Ample lands of Class III and IV soils exist within the planning area, primarily to the northwest and southwest, to accommodate the projected urban growth demand with minimal further encroachment onto prime agricultural lands. If present trends continue unguided, however, the urban growth pattern may unnecessarily extend both northerly and easterly onto prime lands.

d. Policies

The objective of preservation of prime agricultural land can be achieved by generally controlling urban expansion to the north, east, and south of Selma city limits. However, some future urban development should be encouraged on limited areas of prime land in order to complete the street pattern and utility systems serving present developments and to fill in scattered parcels which are surrounded by or located between unincorporated urbanized areas and current city limits. Four areas appear appropriate for substantial urban expansion.

The primary area for residential urban expansion, as discussed in the Land Use Element, is the area to the north of the City, with about 250 acres available. This area includes the section of land north of the ponding basin, already in the City limits; the frontage of Thompson Avenue north to Dinuba Avenue (which will extend urban services to the isolated residential development existing at the southwest corner of Thompson and Dinuba Avenues); all of the vacant and agricultural land between Thompson and the Duke Avenue alignment south of Dinuba; and the northeastern area south of the Huntsman Avenue alignment and west of Orange Avenue.

This expansion area consists of Class II and III soils to the northwest and Class I and II soils to the northeast. The northeastern expansion, therefore, has been limited to those areas required to logically complete existing road and utility systems, connecting existing northern and northeastern subdivision developments.

The three other areas of urban expansion are:

- (1) Some limited acreage of land to the east, including the frontage onto Dockery Avenue. This land to the east is almost exclusively Class I soil and represents a valuable agricultural resource--for Selma's economy as well as for the state and nation. Assuming that urban services such as sewer, water and storm drainage systems can be economically extended as on-site subdivision improvements, urban development might extend as far as one-quarter mile east of Dockery Avenue.
- (2) A small area to the south, already within the City limits and adjoining an unincorporated residential development. This area consists of prime Class I soils but involves only a limited amount of land which appears to be committed to some future development. To efficiently utilize Valley View frontage, development might extend to the south side of this collector street.
- (3) The area to the southwest, west of Thompson, north of the West Cemetery, and east of Mitchell Avenue. This area, plus some land north of Rose, includes about 100 acres of predominantly Class IV soils, and additional acreage could eventually be developed west of Mitchell, involving about 60 acres of Class III and IV soils. While this area involves less valuable soils and is readily served by existing schools, parks, and commercial facilities, it would require development of additional storm drain and sewage collection systems as well as a reversal of the deterioration occurring in the existing southwestern residential neighborhood. It is therefore considered secondary to the northern area.

Further residential expansion beyond these four areas, not anticipated during the planning period, should be directed to the northwest, where over 200 additional acres are available between Dinuba, Huntsman, Thompson, and the railroad. This area is composed primarily of Class III and IV soils and would enable eventual incorporation of the two isolated developments along Dinuba Avenue. Additional southwestern expansion to Highland Avenue (future Freeway 43) would provide more than 100 acres of optional future urban growth area not conflicting with prime agricultural lands.

The primary area of industrial encroachment onto prime agricultural lands is within the transportation corridor southeast of the City. A small area is also shown northeast of the railroad, south of Nebraska, on Class I soils. Although these imply displacement of prime land from agricultural production, the transportation corridor offers many advantages to industrial development, and the benefits of industry to Selma's economy justify this transition.

Although not intended as fixed limits or finite boundaries for urban growth, the General Plan, illustrated on Exhibit 10, intends to concentrate expansion as shown, preserving surrounding lands for continued agricultural use. Urban development should be encouraged to fill in existing voids in the development pattern or occur as orderly expansion. Exhibit 8 depicts the more than ample planned urban area as it relates to its agricultural environs. Generally, Dinuba Avenue, Dockery Avenue, Valley View and Mitchell Avenue encompass the planned urban area, with industrial development intended to extend northwest and southeast beyond these borders, within the railroad-Freeway 99 corridor. This conservation policy serves the dual purpose of encouraging efficient urban development as well as preserving prime agricultural open space surrounding the City of Selma.

e. Implementation Measures

- (1) Land shown as agricultural area on the General Plan and in existing agricultural use should be encouraged to remain in agricultural use. Appropriate agricultural zoning should be applied, and urban intrusions, rural residential subdivisions or lot split activity, or inappropriate non-agricultural uses should be prevented.
- (2) Owners of agricultural land within the Selma planning area should be encouraged to place their land under agricultural preserve contracts through the provisions of the Williamson Act. The City of Selma should file a protest on requests to establish agricultural preserves within one mile of the city limits if the land under question is designated on the General Plan for future urban uses.
- (3) Where land is designated for future urban uses, rezoning and urban development should be allowed to proceed only in an orderly manner, that is, contiguous to existing urban development, where urban services can be economically extended, and in response to the demands of population growth. Annexation to the City should precede any urban development proposal consideration.
- (4) The City should request that Fresno County refer all other non-agricultural development proposals within the planning area to the City for review and comment. It should also request the cooperation of the Local Agency Formation Commission to prevent the creation of special service districts within the City's planning area except with the consent of the City.
- (5) The City should review its conservation element as further state guidelines are developed and when the Council of Fresno County Governments, of which the City of Selma is a member, has developed a regional conservation plan.

2. Recreational Land

a. Goals and Principles

Standards for recreational land and facilities can be delineated in terms of spatial requirements per capita, area served, and special user needs. The

following standards represent the goals of this General Plan, derived from the proposed County Open Space Plan:

(1) Spatial standards for recreation land have been suggested by the Council of Fresno County Governments (COG), for local communities within Fresno County. These standards prescribe that for each 1,000 people, there should be eight acres of open space land devoted to public parks and recreation and seven acres of open space land devoted to private recreation. There should be an additional five acres per 1,000 population, either public or private recreation lands, available for intensive summer use. Regional parks and both local and regional "green space" standards prescribed by COG are abundantly provided around Selma.

(2) Also in accordance with COG standards, the maximum travel time by car to a community recreational facility should not exceed 15 minutes. Ideally, there should be neighborhood recreation facilities with 15 minutes walking distance (about 1/2 mile) of all residents within the urbanized area.

(3) A variety of types of recreational open space should be provided, including variations of size, vegetation, recreation programs, and intensity of use. The kinds of facilities provided should reflect a balance between the age groups served and should reflect local preferences in the kinds of programs offered.

b. Existing Conditions

There are approximately 161 acres of public recreation land within the Selma planning area. Of this total, 141 acres (88 per cent) are distributed among nine public schools, and 20 acres (12 per cent) are included in four city parks and one school district park. Only one of these facilities, Indianola School with 15 acres, is beyond the planned urban area. The locations of each school and park within the urban area are illustrated on Exhibit 9.

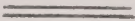
The acreage, type of facilities, and availability of the individual schools and parks is presented on the Recreational Open Space Inventory Table. In addition, one ponding basin is currently under construction near the railroad, northwest of the corner of Thompson and Floral Avenues, and will be suitable for multi-use as a baseball diamond or similar recreational development. It is not ideally located to serve as a neighborhood recreational park, however.

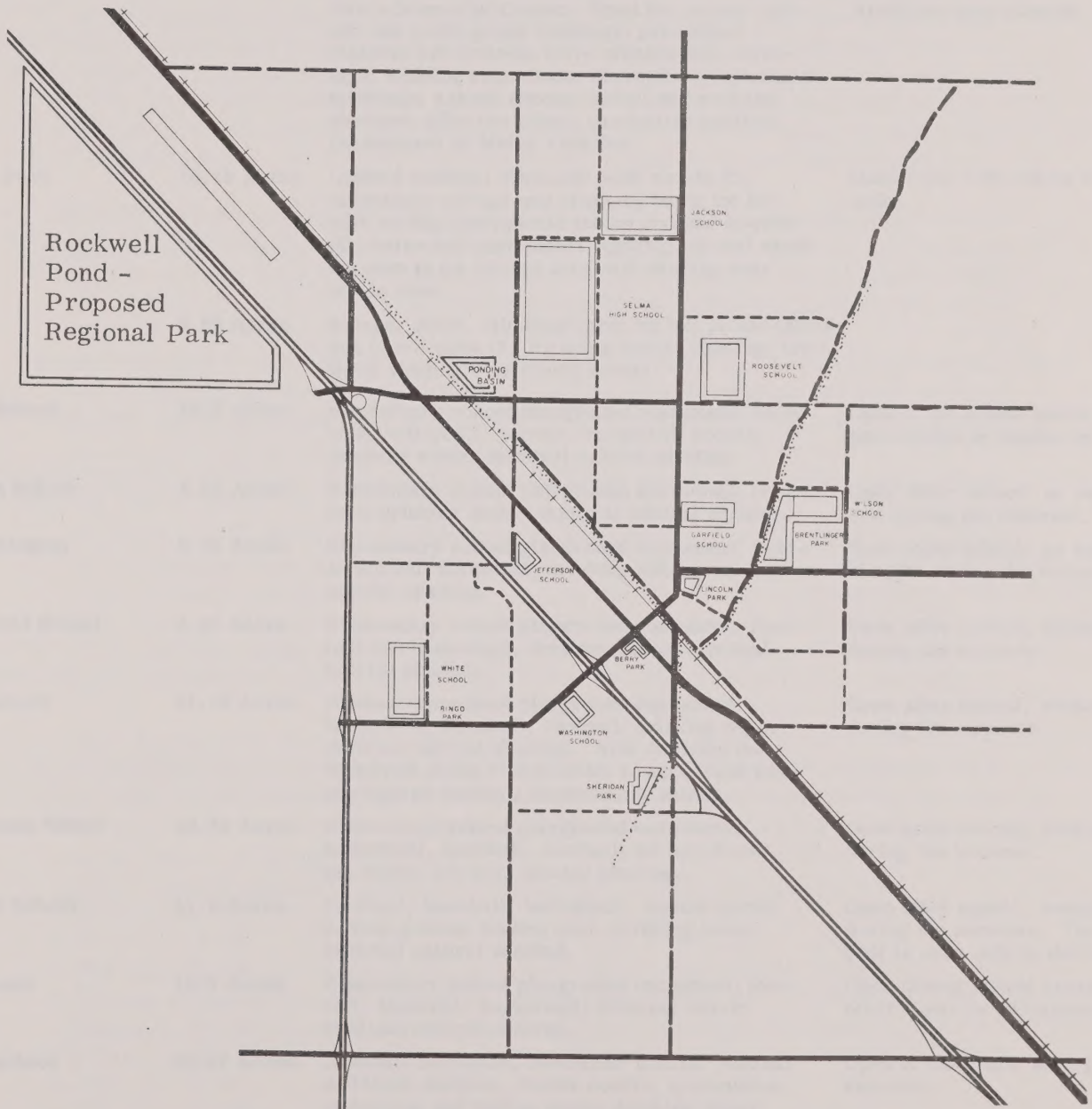
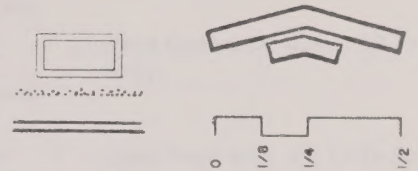
The recreational facilities located at the eight schools within the urban area are suitable for active recreational pursuits and include swings, slides, and climbing bars (at the elementary schools), as well as basketball courts, softball diamonds, and fields for playing football or soccer. There is a swimming and wading pool at Selma High School, and a wading pool and putting greens at T. Roosevelt Junior High School. The baseball diamonds at Woodrow Wilson School and George Washington School are the only lighted facilities available for public use on a year-round basis.

EXHIBIT 9

RECREATION OPEN SPACE

LEGEND

Local Collector	-----	Public Facility	
Collector	- - - - -	Pathway	
Arterial	=====	Freeway	
Expressway	=====		



CONSULTIVE PLANNERS

RECREATIONAL OPEN SPACE INVENTORY

Site	Area Available	Type of Facilities	Availability
Berry Park	1.18 Acres	Swings, slide, benches and picnic tables (5); drinking water and restrooms; lighting; extensive natural shading from mature trees.	Open from 6:00 AM to 10:30 PM, daily.
Sheridan Park/Edgecomb Center	1.53 Acres	Edgecomb Center: Used for civic and labor organization meetings; food stamp distribution; wedding receptions; bridal and baby showers; graduation parties; wakes; Economic Opportunity Commission and Internal Revenue Service. Sheridan Park: Basketball court, baseball diamond; swings (3), slide, climbing bars; wading pool; drinking water; lighting; minimal artificial and natural shading.	Open by request. Open from 6:00 AM to 10:30 PM, daily.
Lincoln Park/ Vance Memorial Center	3.5 Acres	Swings, slides, climbing bars; picnic tables and bar-b-que (1); benches; bandstand; drinking water and restrooms; lighting; extensive natural shading from mature trees. Vance Memorial Center: Used for senior citizen and youth group meetings; pre-school classes; art classes; civic organization meetings; wedding receptions; recreation commission meetings; wakes; dances; bridal and wedding showers; Elks eye clinic; graduation parties; Department of Motor Vehicles.	Open from 6:00 AM to 10:30 PM, daily. Available upon request.
Brentlinger Park	10.12 Acres	Lighted baseball diamonds with stands (2), basketball; swings and climbing bars; tot lot with wading pool; picnic tables and bar-b-ques (3); water and restrooms; lighting; natural shading next to tot lot and artificial shading over picnic area.	Open from 6:00 AM to 10:30 PM, daily.
Ringo Park	3.92 Acres	Swings, slide, climbing bars; tot lot; picnic tables and bar-b-ques (7); drinking water; lighting; artificial shading over picnic areas.	
Eric White School	16.0 Acres	Elementary school playground equipment; baseball, volleyball, soccer, basketball courts; drinking water; minimal natural shading.	Open after school hours and by permission on weekends.
T. Jefferson School	2.53 Acres	Elementary school playground equipment; baseball; drinking water; minimal natural shading.	Open after school, on weekends, and during the summer.
George Washington School	2.89 Acres	Elementary school playground equipment; lighted softball diamonds; drinking water; minimal natural shading.	Open after school, on weekends, at night during the summer.
James Garfield School	4.39 Acres	Elementary school playground equipment; football and basketball; drinking water; minimal natural shading.	Open after school, weekends, and during the summer.
W. Wilson School	11.34 Acres	Elementary school playground equipment; basketball, baseball, football; drinking water; minimal natural shading. Also contains the Woodman of the World Little League Park with one lighted baseball diamond and stands.	Open after school, weekends, and during the summer.
Andrew Jackson School	18.84 Acres	Elementary school playground equipment; basketball, baseball, football; tot lot; drinking water; minimal natural shading.	Open after school, weekends, and during the summer.
T. Roosevelt School	11.6 Acres	Football, baseball, basketball, tennis courts, putting greens; wading pool; drinking water; minimal natural shading.	Open after school, weekends, and during the summer. The wading pool is open only in the summer.
Indianola School	15.0 Acres	Elementary school playground equipment; football, baseball, basketball; drinking water; minimal natural shading.	Open during school hours and at other times by permission.
Helma High School	58.07 Acres	Baseball diamonds, basketball courts, football and track stadium, tennis courts, gymnasium; swimming and wading pools; drinking water; minimal natural shading.	Open to the public during the summer.
TOTAL AREA	160.91 Acres		

With the exceptions of Eric White School and Selma High School, the recreation facilities located at public schools within the urban area are open for public use after regular school hours, on weekends and during the summer. The recreational facilities at Selma High School, including the swimming and wading pools, are available for public use only during the summer. At Eric White School, the recreational facilities are open to the public after regular school hours but require permission for weekend use.

Common to all of the recreational land located at public schools is a minimal amount of natural or artificial shading. The shading that does exist usually consists of a line of trees around the perimeter of the school playground. An additional problem is that restroom facilities are normally closed after school hours when the recreational facilities are open for public use.

The four city parks and one school district park within the urban area offer a variety of facilities suited for the recreational needs of people of all ages. Berry Park and Lincoln Park are the oldest parks within the planning area, each containing stands of mature shade trees. Both parks have recreational equipment suited for young children, including swings and slides, as well as shaded areas in which people of all ages can enjoy passive recreational activities. Lincoln Park, located adjacent to the downtown area of Selma, also has a bandstand and houses the Vance Memorial Center.

Sheridan Park and Brentlinger Park have facilities for active recreational pursuits including wading pools, lighted baseball diamonds and basketball courts, and, at Brentlinger Park, lighted tennis courts, a tot lot, picnic, and bar-b-que facilities. Sheridan Park also has a community center facility.

Ringo Park, a special School District park, is the most recently developed park within the planning area. Recreational facilities at Ringo Park include playground equipment for young children, a tot lot, and shaded picnic facilities.

Ringo Park, Sheridan Park, and Brentlinger Park are largely without natural or artificial shading. Restroom facilities are available at Berry Park, Brentlinger Park, and in the Edgecomb Community Center at Sheridan Park.

c. Projections

The demand for recreational land within a community is a function of the size and population distribution of the community, and the particular needs and desires of the community for special recreational facilities.

The following table lists the current and projected population of the City of Selma, and the amount of public and private recreation land required, according to the COG standards, to serve the urban area.

Year	Population	COG Standards			Total
		Public	Private	Summer	
1972	8,025	64.2	56.2	40.1	160.5
1975	8,230	65.8	57.6	41.2	164.6
1980	8,600	68.8	60.2	43.0	172.0
1985	8,960	71.7	62.7	44.8	179.2
1990	9,330	74.6	65.3	46.7	186.6
1995	9,700	77.6	67.9	48.5	194.0
2000	10,000	80.0	70.0	50.0	200.0

In 1972, with 161 acres of public recreation land within the planning area and 146 acres in the urban area, the existing supply of land is adequate to serve the public, private, and summer-oriented recreation needs of the current population. An additional 18 acres will be needed by 1985, and nearly 40 acres more recreational land than now exists will be needed by the year 2000 to meet the projected demand at the COG recommended standards.

Almost all of Selma's recreation lands are public rather than private and it is proposed that local standards provide for 20 acres of public recreation per 1,000 population rather than the mixture of public, private and seasonal space. This standard would require that a total area of 240 acres be devoted to public recreation to serve the 12,000 planning area population in the year 2000.

Although the total supply of public recreation land within the urban area is adequate in terms of the current population, the distribution of these lands and the types of facilities do not provide a range of recreational activities for people of all ages within specific portions of the urban area. Approximately 80 acres of additional space should be developed for recreational use to keep pace with increased population, and considerable improvement of existing space is needed.

For example, within the fast-growing northern area, the only recreational facilities are three public schools--Jackson Elementary School, T. Roosevelt Junior High School, and Selma High School. The facilities at these schools are suited for active recreational pursuits, but not for use by pre-school children or by senior citizens. There is not adequate shading from which parents can comfortably watch their children play or in which residents of all ages, including senior citizens, can enjoy passive recreational activities. Picnic and restroom facilities are not available at the schools. Moreover, these sites are generally not available during school hours when pre-school children and senior citizens might use daytime recreation areas.

The only publicly available swimming pool is at Selma High School. While the southwest area has greater access to public parks than does the northern area, it lacks swimming facilities. The southwest area also has two extremely small schools (Jefferson and Washington Elementary Schools) which, because of their size, offer little opportunity for recreational development of already deficient school playground areas.

Private recreation areas, other than the facilities which have accompanied some recent apartment construction, are limited. The scale of subdivisions in Selma has not been large enough in the past to justify private recreation areas, but lot size requirements do assure a great deal of individual yard space around each home. A privately operated golf course serving Selma does exist several miles east of the city, and Freeway Lanes offers bowling facilities northwest of the City.

The abundance of public facilities generally compensates for this deficiency of private areas at the present time. By 2000, however, public lands will only partially fulfill the total needs, and other private or additional public facilities will be needed to provide adequate and varied recreational opportunities.

Three specific opportunities for multi-purpose use of existing and proposed public areas are evident in the planning area to expand the inventory of recreational open space:

- (1) The Rockwell Pond, used by Consolidated Irrigation District for a water recharge basin would provide a unique regional recreation resource if improved as a summer season lakefront picnic area, trail bike and equestrian area and park for other recreation uses.
- (2) The storm drain ponding basin near Floral and McCall, partially owned by the City, can double as a recreation area or park when not inundated by winter runoff.
- (3) As mentioned in the Circulation Element, the right-of-way of the C & K Canal might be developed as a hiking and riding trail through the City. Additionally, the railroad right-of-way might, if properly landscaped, serve as an urban pathway.

d. Policies

- (1) The City and School District should improve recreation facilities and equipment at existing recreation areas. The School District should be encouraged to develop shade-producing landscaping and to provide restroom facilities at Ringo Park, and the City should initiate landscaping improvements at Sheridan and Brentlinger Parks and construction of restroom facilities at Lincoln Park.
- (2) The School District and the City should develop a cooperative program of development of recreation facilities at adequately sized school sites. A wading pond or swimming pool should be considered for Eric White School to serve southwest Selma residents. Some of the surplus acreage at the Andrew Jackson School could be converted to public park space so serve northern Selma residents. Alternatively, the City should investigate other possible park locations in northern Selma and pursue land acquisition and development.
- (3) Adequate supervision of recreation facilities and organized activities should be provided.
- (4) Private recreation open spaces, or dedications of equivalent land or fees for public areas, should be required in conjunction with all single-family subdivisions and any higher intensity residential developments.
- (5) Recreational multi-use should be considered in the siting and development of any new ponding basins, and both Rockwell Pond and the Floral-Thompson basins should be investigated as future recreation resources.

e. Implementation Measures

The City's capital improvements program should include budgeting for recreational improvement projects. In addition, the City's zoning and subdivision ordinances should provide for the improvement of public or private recreation areas with new subdivision or multi-family housing development. The zoning ordinance should also include an open space/recreation district to permanently reserve recreational open spaces and to prevent improper development of lands not yet planned for urban uses.

The City should encourage the development of additional voluntary supervised recreation programs and should continue utilization of part-time professionally supervised special recreation programs.

F. SEISMIC SAFETY, SAFETY AND NOISE ELEMENT

Recently, the State of California included safety, seismic safety, and noise elements as mandatory parts of every city and county general plan. This element responds to these requirements.

The purpose of the seismic safety element is to identify and evaluate areas prone to earthquake danger and its associated hazards (surface movement and rupture, unstable slopes and landslides, dam failure, or liquification), and to plan land uses in a way that risk to life and property can be minimized. Additionally, the State recommends the formulation of an action plan for each city designed to facilitate recovery should a disaster strike. The safety element requires a similar evaluation with respect to fire and geologic hazards. These two elements have been combined in this discussion because of the interrelated nature of the problems.

1. Seismic Safety and Safety

a. Goals and Principles

- (1) To minimize the risk to life and property resulting from seismic activity, fire, geologic, or other hazards.
- (2) To provide emergency plans and services designed to cope with natural or man-made disasters.

b. Existing Conditions

Although Selma has no known faults running through it, it can nonetheless expect to be affected by major activity of the San Andreas and Sierran Fault Systems, posing a threat to structures and buildings of all types. Historical data indicates that the San Andreas Fault, located along coastal California and responsible for the 1906 disaster in San Francisco, is of only moderate threat to the Fresno County region. Activity of the Sierran or Owens Valley Fault, however, poses definite danger here. The earthquake that occurred on Lone Pine in 1872, one of California's three greatest known quakes, had a measurement in Fresno of VII on the Modified Mercalli intensity scale.

There is presently little information available about earthquake hazard in the San Joaquin Valley simply because geologists and seismologists concentrate their energy in areas of frequent and probable activity where more data can be accumulated. However, certain characteristics, such as location and activity of the major faults and local geological factors, contribute to some knowledge of what might be expected in this region. According to a map published in Earthquake Information Bulletin, March-April and May-June, 1971, Selma is situated in an area where moderate destructive earthquake activity may be expected to occur.

Selma is not in an area of particular geologic, flooding or major fire hazard. Normal storm flood control problems are discussed in the Public Facilities and Services Element.

Selma has in effect an Emergency Organization and Disaster ordinance, providing for a Disaster Council and a Director and Assistant Director of Emergency Services. Emergency measures and plans are established for conditions such as fire, flood, storm, epidemic, riot, earthquake, and war. Mutual aid pacts for fire and police protection have been arranged with the Mid Valley Fire District, neighboring city police and fire departments, and the County Sheriff's office.

c. Projections

Current seismic information is not detailed enough for a thorough evaluation of specific problems and should be supplemented with better data as it becomes available. The Fresno County Council of Governments (COG), of which Selma is a member, is a participant in a Five-County regional study of seismic risk. When carried out, this study will provide an adequate basis for a more complete seismic element for the Selma General Plan.

It is difficult to predict all potential disasters. In general, however, it is expected that fire, flood, and seismic hazards in Selma would cause only localized problems.

d. Policies

Requirements relating to structural characteristics of buildings, as described in the Uniform Building Code, are generally adequate for seismic conditions in Selma. These should be enforced, particularly with respect to public buildings such as schools (which must also comply with the Field Act), police and fire stations, communications and public utility buildings, commercial establishments, and places of public assembly.

Based on current information, it appears that special land use restrictions are not needed, since no particular hazard areas have been identified where buildings would be subject to unusual risks. As further data becomes available, the General Plan should be reviewed to assure that the type and extent of urban development allowed is appropriate. Building regulations should also be reviewed.

The Emergency Service System should be further refined with an updated plan of action and a periodic review of procedures with all involved personnel and agencies to assure a coordinated, effective program in the event of any major disaster.

e. Implementation

Selma should encourage and cooperate with the Fresno County Council of Governments in its efforts to develop an area-wide seismic safety element.

Upon completion of the Five-County regional seismic safety plan, the City should undertake a detailed study to determine the existence and extent of substandard or dangerous buildings, particularly public, commercial and industrial structures, and should initiate a program to bring them to safe standards.

The Director of Emergency Services should up-date, coordinate, and continue an active program to assure that the evacuation and emergency procedures of all involved agencies and groups operate smoothly and efficiently.

2. Noise

a. Goals and Principles

- (1) To improve the living, working and recreation environment through the reduction and control of noise nuisance.

b. Existing Conditions

It is estimated that the average level of noise to which man is subjected has been increasing by one decibel each year. (The decibel scale is a logarithmic rather than lineal function. This means that 110 decibels is ten times greater than 100 decibels - not 10%.)

Noise is generated from an astounding number of sources, ranging from televisions and loud music to jet aircraft roaring overhead. Typical noise sources include: jet take-off at 200 feet, discotheque, auto horn or riveting machine at three feet - noise levels above 110 dB(A), (painfully loud); a heavy truck, pneumatic drill, or freight train at 50 feet - 80 dB(A) and over, (annoying and, if continuous for eight hours, can cause hearing damage); freeway traffic at 50 feet - 70 dB(A), (telephone use difficult); and light, low speed auto traffic - 50 dB(A), (quiet).

In Selma, principal sources of noise are from Freeway 99, the private light aircraft airport, and the Southern Pacific Railroad. Major traffic carrying streets and industrial areas also create moderate noise levels. Ambient sources, such as vehicles with inadequate mufflers or noisy motorcycles, are also noise problems in Selma.

The Freeway is elevated and completely landscaped but includes no sound barriers. A typical truck passing on the freeway would create noise levels of 76 to 78 dB(A) up to 100 feet from the paving, decreasing to 71 dB(A) at 200 feet, and 67 dB(A) at 300 feet. Intervening structures would reduce these levels considerably. Fully developed landscaping along the freeway would reduce noise levels by about 5 dB(A).

c. Projections

Selma does not have a major problem with aircraft noise. The small aircraft airport located between Freeway 99 and Golden Gate Highway north of the City is not expected to accommodate larger aircraft, and its current noise generation is generally confined to the industrial land in the vicinity. The Selma airport is beyond the planning area and no urban development is foreseen in its vicinity.

Increasing traffic can be expected on major streets and highways as population grows and as car use continues to increase. However, federal and state standards for acceptable vehicle noise levels are becoming more stringent and should largely counteract this general traffic noise problem.

The existing Freeway 99 will continue to be a major noise generator until new technologies are developed to economically and effectively reduce truck traffic noise at high speeds. Existing landscaping should have a beneficial effect on reducing freeway noise for adjoining residential neighborhoods as trees and plantings grow above the freeway pavement level. The future freeway on Highland Avenue will also be a source of significant noise, but the General Plan does not propose urban use adjoining this highway.

d. Policies

A quantitative analysis of existing noise within various typical areas of the City should be undertaken and acceptable levels determined for various types of uses. The City should then develop standards and enforce maximum permissible levels and duration of noise emanating from various stationary and ambient sources.

Land uses should be arranged in such a way that the maximum protection from the adverse effects of noise can be accomplished, particularly residential areas. The circulation pattern should be designed to eliminate heavy truck traffic in retail commercial and residential areas and to discourage through traffic in otherwise quiet residential neighborhoods.

Where special, unavoidable noise problems exist, more demanding construction standards may be desired to minimize the effects of noise from exterior sources on the interior environment of residences, schools, businesses, and other places generally occupied by people.

The City should urge that special consideration be given to noise control measures in the design and/or reconstruction of freeways through the urban area. In the event Freeway 99 is widened to six lanes through the City, improvements should include noise barriers, berms or additional landscaping. With any new freeway development, the State should acquire an adequate easement of up to 200 feet or should provide sufficient noise control measures to bring noise levels at the right-of-way line to acceptable levels for adjoining residential uses.

e. Implementation

The City should adopt, as part of its municipal code, a noise ordinance. The League of California Cities has a Model Noise Ordinance which can be easily adapted to Selma's needs. The essential role of such an ordinance is to establish maximum allowable noise generation from any given source in any particular zone. Control measures to enforce the ordinance are also provided. The existing nuisance ordinance provides an interim basis for abating objectionable noise sources. In addition, State Vehicle Code standards for auto and motorcycle mufflers should be strictly enforced.

The land use element of this General Plan provides for suitable locations of industry, buffered from quiet residential neighborhoods. The circulation element provides for separation of truck and major through traffic from local residential and retail commercial streets. The zoning ordinance should be updated to include performance standards and require conditional use permit procedures for any business or industry which could produce significant noise beyond its property lines.

The City should inform the State Department of Transportation of its concern for noise control measures on both the existing Freeway 99 and future Freeway 43.

Throughout this General Plan, each element has been designed to harmonize with the whole. Although each is discussed separately, the entire General Plan is an interrelated, integrated statement of the concerns and needs of the Selma planning area. This section will briefly summarize the most important policies, review the overall implementation measures required to achieve the goals, and present the physical development plan which embodies the recommendation of the General Plan.

A. SUMMARY OF POLICIES

1. To develop vacant land and encourage residential expansion in areas which will provide logical urban boundaries and minimize encroachment on prime agricultural lands.
2. To encourage concentration and improvement of the major retail business district downtown and provide limited areas for convenience commercial centers serving various neighborhoods.
3. To reinforce highway and service commercial development of the Second and Floral interchanges and along Whitson Boulevard, respectively.
4. To provide opportunities for industrial expansion while minimizing land use and circulation conflicts.
5. To rehabilitate, replace, and provide adequate new housing responsive to the needs of the community and its residents.
6. To develop a partial freeway interchange at McCall Avenue and Freeway 99.
7. To separate through traffic from retail commercial and neighborhood residential circulation, and to improve major collectors and arterials to accommodate future traffic volumes.
8. To provide for alternatives to private auto use through a special taxi system, concentration of residences within walking distance of major facilities, and development of a horse and bike riding path.
9. To undertake required improvements of sewer and storm drainage systems.
10. To consider relocation and expansion of the Front Street fire station.
11. To develop a civic center complex, including an expansion of City Hall, police offices, courtroom, fire department headquarters, school district offices, and community service facilities, possibly at the present Garfield School site or other suitable site.
12. To recommend to the School District expansion of Wilson and Roosevelt Schools, possible abandonment of Garfield School, and provide for continued use for education and recreation at Jackson, White, Wilson, Roosevelt Schools and Selma Union High School.
13. To minimize urban encroachment onto productive agricultural lands.
14. To improve recreational opportunities through improvement of existing facilities and the development of parks at the Jackson School site, Rockwell pond, and the Floral-Thompson Ponding Basin.
15. To improve emergency procedures for dealing with major disasters.
16. To review building regulations and land use plans as further seismic data is developed, and to enforce existing building codes, especially for public safety.
17. To establish a noise control ordinance and monitor noise sources.

B. IMPLEMENTATION MEASURES

It should be understood that implementation tools are only as effective as the residents of Selma make them. Active citizen participation in programs should be encouraged by every means possible. The City of Selma should set the example by respecting and implementing the General Plan in each decision it makes.

The most basic tools for the implementation of this General Plan are the capital improvement program and the city code, particularly the zoning and subdivision laws. In addition, the City should work with other jurisdictions, reviewing proposals which affect the physical, social, or economic conditions of the community, and encouraging, cooperating, and seeking assistance in those programs which would benefit the planning area. More specifically, these implementation measures involve:

1. Capital Improvement Program

In addition to its operating budget, the City should plan, over five or ten year periods, the investment of its capital in needed improvement projects, including the following:

- a. Improvements to major streets.
- b. Renovation, expansion and/or site purchase and new construction of a civic center complex.
- c. Relocation of Fire Station #1.
- d. Improvements to existing parks and development of a new park at Jackson School and the Floral-Thompson Ponding Basin.
- e. Construction and purchase of new storm drainage ponding basins and lines.

2. Zoning Ordinance

The City's zoning ordinance should be reviewed and updated to implement this General Plan, providing specific controls over land use, heights, volumes and locations of buildings, and open space. It should be administered and enforced to encourage and stabilize the development pattern suggested by the General Plan, as more specifically outlined in the Housing and Land Use Elements.

3. Subdivision Ordinance

The City's current subdivision and land division ordinances should be updated, in response to recent State enabling legislation and to adequately serve the needs of the community. In addition to provisions for safe and efficient street systems, public and private utilities and services, curbs, gutters, and sidewalks, the subdivision ordinance should include fees or dedications for storm drainage, recreation and open space, and other improvements commensurate with the size and nature of the development.

4. Other Code Improvements

The City should adopt a noise control ordinance. All city code provisions, such as fire hazard controls, traffic code, etc., should be periodically reviewed and updated.

5. Cooperation and Assistance of Other Agencies

A number of specific proposals are discussed in various elements. Among the most important are:

- a. County zoning and LAFCO cooperation in implementing the General Plan and preventing urban developments in unincorporated areas.
- b. City review of development proposals in the adjoining county lands.
- c. County and Federal assistance in providing low-cost housing, code enforcement, and rehabilitation.
- d. School district and sanitation district plans implementing the Public Facilities Element.
- e. COG planning in the fields of conservation and seismic safety.
- f. State Department of Transportation assistance in establishment of interchanges and noise control measures.
- g. County improvements of expressways, arterials, and collectors in the planning area.
- h. Irrigation district agreements for storm water disposal, trail use of canal rights-of-way, and a regional recreation park at Rockwell Pond.
- i. County, State, and Federal financial assistance programs for planning and implementation of community development proposals.

C. PHYSICAL DEVELOPMENT PLAN

The physical development plan for the Selma urban area is presented on the General Plan, Exhibit 10. It incorporates the policies of all of the plan elements in the most consistent manner possible, as well as the objectives expressed as plan foundations.

The land use element provides for three categories of residential use: high density (13 to 22 units per gross acre); medium density (8 to 12 units per gross acre); and low density (3 to 7 units per gross acre). Low density is the predominant category, providing for single family residential neighborhoods which assure a safe, peaceful, and adequate living environment for each family. Medium and high density areas are located adjacent to commercial centers, with high density reserved for the immediate vicinity of the downtown.

Five types of commercial use are shown: neighborhood, at locations convenient to residential areas; community, including the McCall Village shopping center; central business, encompassing the downtown business area; service, comprising the frontage on Whitson Avenue from McCall to north of Floral Avenue; and highway, located at two Freeway 99 interchanges.

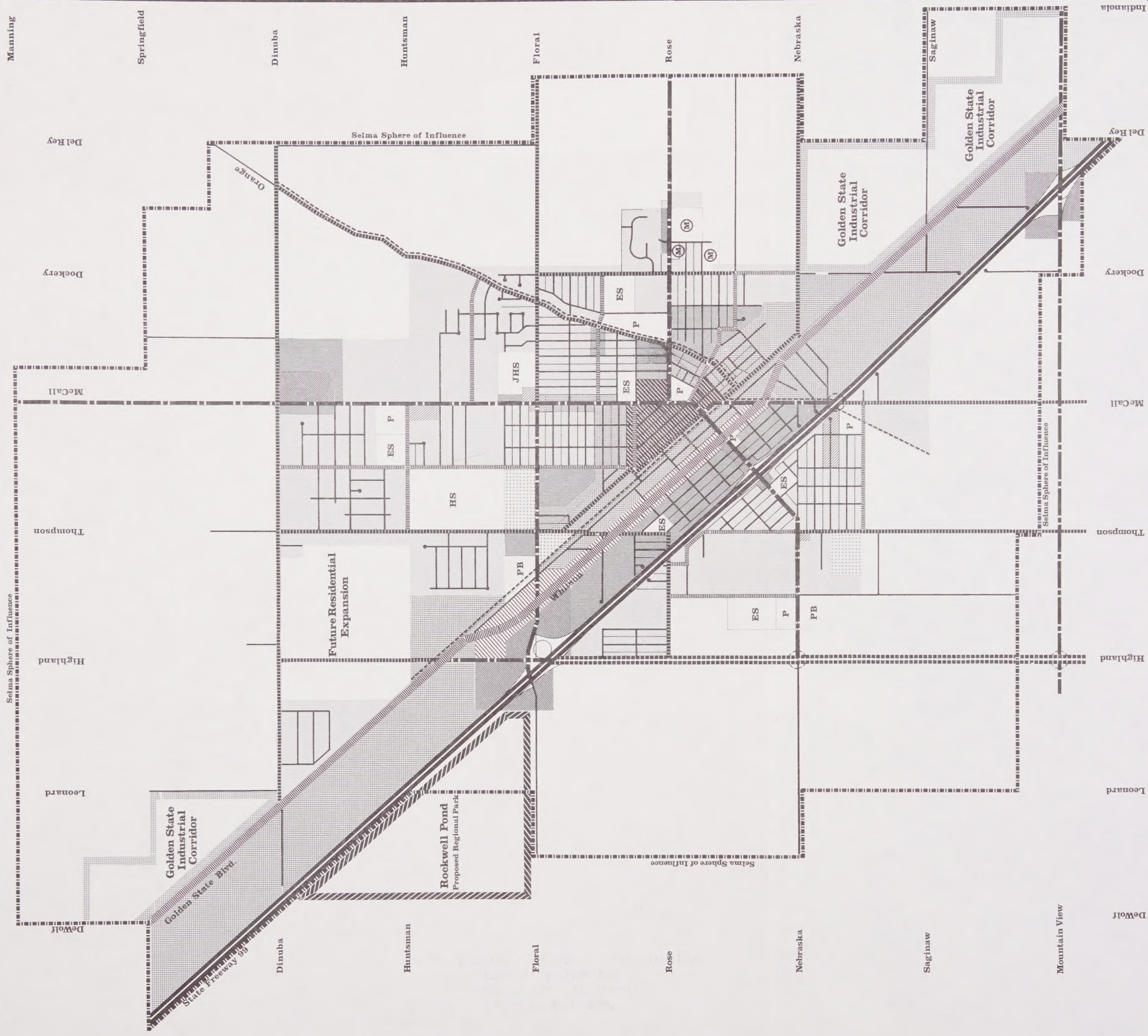
Industrial lands are located both north and south of the City, primarily within the transportation corridor. The small industrial strip along the railroad in the center of the City should be reserved for lighter industry and commercial-related uses similar to the service commercial district.

These land areas are adequate to serve a population growth of three per cent per year for the next three decades. However, it is likely that Selma will experience a slowing growth rate which is projected state and county-wide. Because of this probability, priorities have been given to northwestern areas of expansion in order to minimize public expenditures and other inefficiencies of disorderly growth. Alternate areas, which should be reserved until the demand for urban growth can be determined, are the residential areas to the southwest of the City and the industrial area northeast of the railroad, west of Highland Avenue.

The areas to the north, east, and south of the urban developments shown on the General Plan should be preserved for permanent agricultural use. Other agricultural lands, such as to the northwest, should be kept in production until the demand for urban expansion exceeds the available lands within the General Plan urban area.

Key features of the public facilities indicated on the General Plan include one of the alternative locations for a civic center site, and development of parks on the Jackson School, Rockwell Pond and the Floral-Thompson Ponding Basin sites. The location and size of parks and school facilities are appropriate to serve the future needs of the community, with flexibility for either high or low growth rates.

The circulation element complements land use, providing for major roads serving industrial and commercial centers and connecting with regional routes, while minimizing through traffic in residential neighborhoods.



LEGEND:

- | | | | |
|----------------------------|-------------------------|----------------------|----------------------------------|
| Agriculture | Commercial neighborhood | Public school | Circulation local collector |
| Residential low density | Commercial community | Public hospital | Circulation collector |
| Residential medium density | Commercial central bus. | Public park | Circulation arterial |
| Residential high density | Commercial service | Public cemetery | Circulation freeway |
| Industrial | Commercial highway | Public ponding basin | Circulation pathway |
| Golden State Ind. Corridor | | Public medical | Circulation proposed freeway |
| | | Proposed interchange | Circulation proposed interchange |

SELMA GENERAL PLAN



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